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Editor’s desk

WITH HAL MILLER

Hey that’s a neat ... layout?

Sometimes it takes a mix of scales to make a cover

I WISH I COULD SHOW YOU THE LAYOUT that’s on the cover this month. It’s really a spectacular piece of model railroad construction.

Unfortunately it doesn’t belong in the magazine, because it’s N scale.

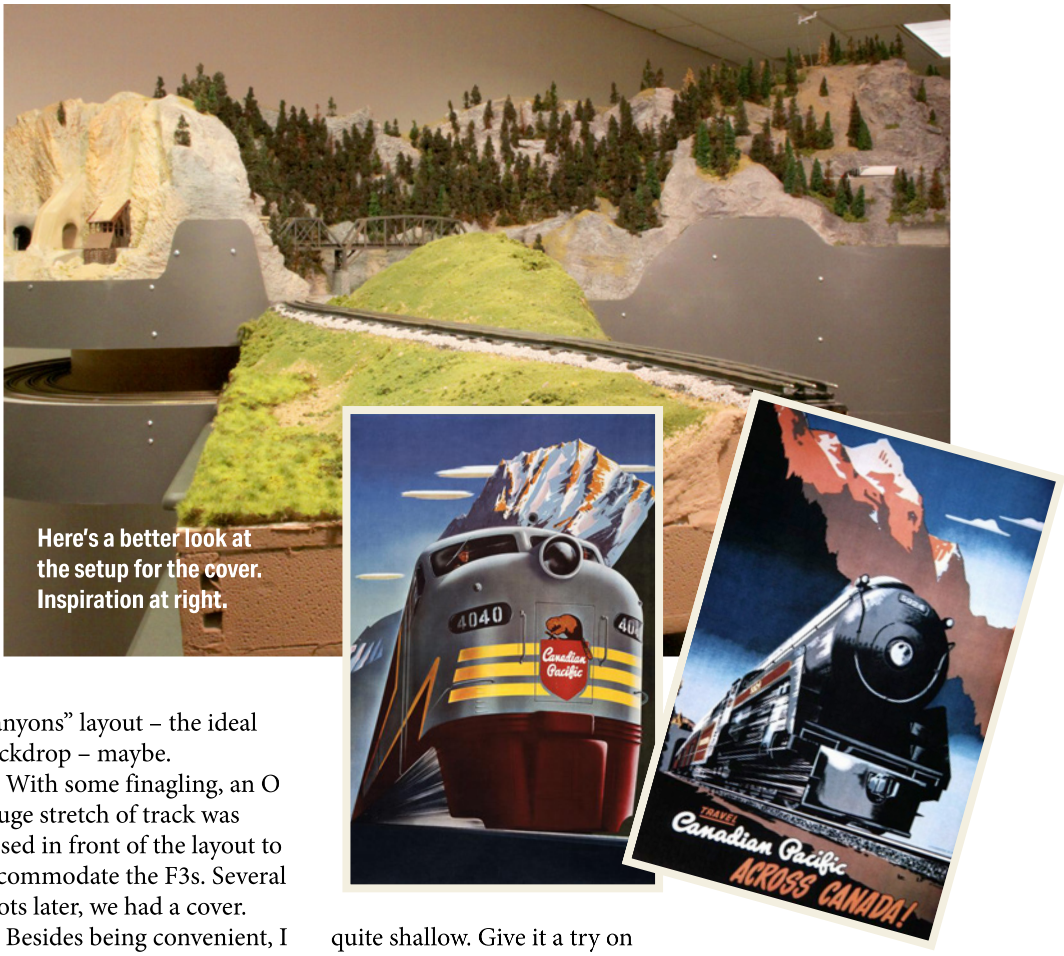
Now and again I like to “break the fourth wall” as it were and show people how we do some of the things around here. In that spirit, here’s how the cover came together.

When I heard the cover subject would be a set of Lionel Canadian Pacific F3s, I immediately thought of some of the great travel posters CP produced during the golden age of rail travel. Many of them depicted Rocky Mountain scenes. They really made one want to visit Canada by train!

The engines are similar to the ones belonging to George Schmid in his desirable Lionel no. 2296W outfit shown on page 34. His are safe with his set; we borrowed these.

But how to capture the essence of those posters in a cover shot? The answer was actually sitting in a hallway.

Some years ago Model Railroad Video Plus staff members built the N scale “Canadian Canyons” layout – the ideal backdrop – maybe.



Here’s a better look at the setup for the cover. Inspiration at right.

With some finagling, an O gauge stretch of track was posed in front of the layout to accommodate the F3s. Several shots later, we had a cover.

Besides being convenient, I was also reminded of a good modeling lesson. You can use smaller-scale structures, trains, and vehicles to give viewers a sense of distance and depth, even if your area is actually quite shallow. Give it a try on your layout.

Enjoy the actual O and S gauge layouts in the magazine. I think there are a few more modeling tips in here if you look carefully, too.

Hal Miller, Editor

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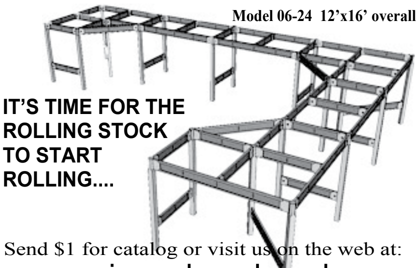
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Reconsidering the lowly Scout

THE PANDEMIC HAS LIMITED MANY OF OUR normal activities, and idle time can weigh heavily on you. I recently found a great way to enjoy some of that extra time and get more satisfaction from my Lionel trains.

I've been building an O and S gauge layout for the past 22 years and generally dismissed the Lionel Scout steam engines as not being worth my attention. "You see one Scout and you've seen them all," was my typical observation.

Well, my opinion has been changed. Not long after getting our second Covid shots, a friend and I headed to Milepost Hobbies, a favorite store located in Amsterdam, N.Y. Walking in, we noticed a large box of vintage trains. Right at the bottom was an old Lionel locomotive, a Scout engine badly in need of tender loving care! When I was told I could have it for $5, I couldn't resist.

Back home, I removed the rust and burnished the wheels and electrical contacts. I touched up the black paint, greased the gears, and oiled wherever I thought necessary.

Then I was ready to test the little engine, and off it ran – backwards! The balky reverse unit sometimes made it go forward when desired, but it preferred backwards.

I was hooked! Another visit to Milepost Hobbies yielded three more Scout engines also in need of TLC. That meant I had more projects easily handled in a night or two and at little cost. One of the fun challenges was figuring out which parts were missing and then finding them on the Internet.

I've had lots of fun bringing these "hopeless cases" back to life. Anyone looking for something to do without wanting to spend much money should try "Scouting." But beware – like eating peanuts, it can become addictive! – *James Calhoun, Clifton Park, N.Y.*

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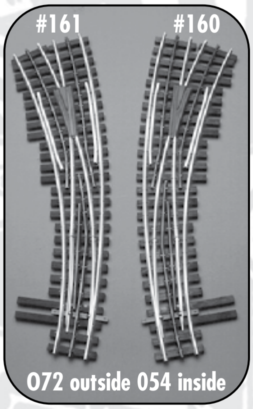
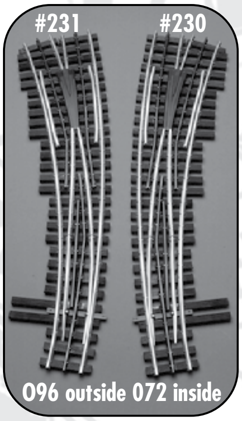
LIONEL SCOUT

The steam locomotives Lionel used in the late 1940s and early '50s to pull freight outfits in its low-end Scout lineup proved to be enjoyable repair projects for longtime O gauger James Calhoun.





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2133441	BNSF GP-30 #2476	476.99
2133442	BNSF GP-30 #2826	476.99
2133461	CSX (Chessie) GP-30 #4126	476.99
2133462	CSX (B&O) GP-30 #4131	476.99
2133471	Kansas City Southern GP-30 #4100	476.99
2133481	Reading & Northern GP-30 #2530	476.99
2133482	Reading & Northern GP-30 #2531	476.99
2133501	U.P. Veranda Turbine #61	1484.99
2133502	U.P. Veranda Turbine #69	1484.99
2133510	Alaska Railroad Veranda Turbine	1484.99
2133530	Pennsylvania Veranda Turbine	1484.99
2133730	U.P. Veranda Turbine #65 (US Flag)	1484.99
2133570	Boston & Maine SW-8 #801	449.99
2133590	Conrail SD-8 #8657	449.99
2133600	New York Central SW-8 #9606	449.99
2133640	Strasburg SW-8 #8618	449.99

LIONEL CONVENTIONAL DIESELS

8050	/51 Delaware & Hudson U36B's (P/D)	195.00
8068	Rock GP-20	125.00
8162	/63 Ontario Northland SD-18 (Pow/Dum)	245.00
8463	Chessie GP-20	125.00
8571	/72 Frisco U36B (Power/Dummy)	175.00
8665	Jeremiah O'Brien GP-9 w/Caboose	125.00
8668	Northern Pacific GP-9 Dummy	95.00
8753	Pennsylvania Tuscan GG-1	295.00
8754	New Haven Rectifier	145.00
8850	Penn Central GG-1	295.00
11724	Great Northern F-3 ABA's w/RS (sealed)	495.00
18117	/21/22 Santa Fe Blue/Yellow F-3 ABBA's	550.00
18119	Union Pacific Alco 'AA' (Sealed)	245.00
18263	CSX Scale SD-60 w/SignalSounds	195.00
18309	Reading Trainmaster FM	195.00
18551	Susquehanna RS-3 w/case	175.00
18552	Duluth Missible SD-18 w/case	175.00
18553	Union Pacific GP-9 w/case	150.00
18554	Gulf,Mobile & Ohio RS-3 w/case	175.00
18558	MKT GP-7 w/display case	195.00
18590	Nickel Plate Road C-420 w/SignalSounds	195.00
18811	Alaska SD-9	175.00
18842	Bessemer & Lake Erie GP-38 w/case	195.00
18908	New York Central Alco 'AA'	145.00
18934	Reading FA-2 Alco's 'AA' (sealed)	150.00
28848	Santa Fe GP-38 w/display case	195.00

LIONEL STANDARD 'O' DIESELS

18203	Canadian Pacific SD-40	195.00
18211	Susquehanna Dash 8-40B	175.00
18218	Susquehanna Dash 8-40B	175.00
18214	CSX Dash-8 40C #7500	195.00
18215	CSX Dash-8 40C #7643	195.00
18217	Illinois Central SD-40 #6007	175.00
18219	C&NW Dash-8 w/Railsounds	195.00
18220	C&NW Dash-8 w/Diesel Horn	150.00
18221	Denver Rio Grande SD-50 w/TMCC	295.00
18222	Denver Rio Grande SD-50 w/Horn	225.00
18223	Milwaukee Road SD-40 w/Railsounds	225.00
18228	Southern Pacific Dash-9 w/TMCC	250.00

K-LINE 'QUARTER' STATE CARS

K623-7425	Connecticut Scale Hopper Car	30.00
K623-7427	Maryland O-Gauge Tank Car	25.00
K623-7432	North Carolina Scale Hopper Car	35.00
K632-7421	Delaware O-Gauge Tank Car	20.00
K632-7427	Maryland O-Gauge Tank Car	25.00
K632-7429	New Hampshire O-Gauge Tank Car	25.00
K632-7433	Rhode Island O-Gauge Tank Car	25.00
K765-7422	Pennsylvania Scale-Size Boxcar	30.00
K765-7423	New Jersey Scale-Size Boxcar	20.00
K765-7424	Georgia Scale-Size Boxcar	25.00
K765-7426	Massachusetts Scale-Size Boxcar	25.00
K765-7431	New York Scale-Size Boxcar	25.00
21104	Oregon Scale-Size Boxcar	25.00

FOR SALE 44-QUARTER STATE CAR SET

LIONEL CLUB/UNCATALOGED CARS

6582	TTOS Portland Lumber Car	75.00
9733	LCCA Airco Boxcar w/tank (inside)	29.95
16270	Dept. 56 Heritage Village Boxcar	35.00
16811	TCA Rutland Boxcar	35.00
17174	LCCA 'Via Las Vegas' G.N. ACF Hopper	65.00
19696	U.S. Saving Bond Mint Car	95.00
19774	Lionel RR Club Porthole Caboose	25.00
19962	TTOS Southern Pacific St 'O' ACF Hopper	40.00
19965	Big Pete Aquarium Car	49.95
19992	LRRC Western Union Tool Car	30.00
26214	USPS Century Stamp Boxcar	25.00
29626	CASE Closed Mint Car	40.00
36769	4th of July Lighted Boxcar	39.95
38356	LOTS DOW Chemical Tank Car	95.00
39496	LRRC 50th Ann. Pickle Car #6475	54.95
52038	LCCA Southern St 'O' Coal Hopper	40.00
52047	TTOS Cotton Belt St 'O' Smoking Caboose	50.00
52049	Artrain B.N. Gondola w/covers	45.00
52058	TTOS Santa Fe MAP 6464 Boxcar	35.00
52073	TTOS Pacific Fruit Ex. St 'O' Reefer	25.00
52074	LCCA Iowa Beef St 'O' Reefer	30.00
52081	TTOS C&NW 6464 Boxcar	45.00
52087	TTOS New Mexico Central Boxcar	30.00
52096	Dept. 56 Originial Snow Village Boxcar	45.00
52098	TTOS US Dept. of Commerce Boxcar	30.00
52099	St. Louis Flatcar w/Lionel Tractor-Trailer	45.00
52101	CRRC Burlington Northern Maxi Stack	55.00
52116	Milw. Road Flatcar w/Truck & Trailer	55.00
52117	Wabash Flatcar w/REA Truck & Trailer	45.00
52120	Chicagoland Shed Aquarium Car	65.00
52121	TTOS Mobilgas Uni-body Tank Car	55.00
52135	LOTS ATSF Reefer	35.00
52148	REA/Santa Fe Operating Boxcar	55.00
52149	TTOS Conrail Flatcar w/PH Shovel Kit	45.00
52151	LCCA Amtrak St 'O' Reefer Car	45.00
52152	LCCA Ben Franklin Woodside Reefer	75.00
52154	TTOS Pacific Fruit Ex. St 'O' Reefer	30.00
52162	LOTS GM&O Double-Door Boxcar	35.00
52163	CMStP&P Hiawatha Double-Door Boxcar	45.00
52165	Artrain Caboose	25.00
52167	Santa Fe F/C w/Navajo Tractor-Trailer	55.00
52176	LCCA Burlington St 'O' Boxcar	30.00
52180	Milw. Road Flatcar w/Truck & Trailer	65.00
52186	NLOE Grucci's Fireworks Boxcar	65.00
52198	TCA Frisco Boxcar	35.00
52195	LCCA CP Rail Double Stack Car	65.00
52196	LOTS CP Rail Double Stack Car	65.00
52222	SSW Flatcar w/South. Pacific Truck/Trailer	65.00
52227	Artrain Lighted Boxcar	35.00
52232	Central RR of Long Island Boxcar	65.00
52234	LOTS Western Maryland Dep. F/C w/load	50.00
52243	TCA Museum Unibody Tank Car	25.00
52256	NLOE New York & Atlantic RR Boxcar	95.00
52260	LOTS Baltimore National Aqua. Car	95.00
52261	LOTS Schlitz Beer Wooside Reefer	49.95
52264	TTOS Durango & Silverton Oper. Hopper	45.00
52266	LCCA Penna. 4-Bay Coal Hopper	45.00
52267	LCCA Penna. 4-Bay Coal Hopper	45.00
52276	TCA California Gold Mint Car	75.00
52278	Milw. Catch'n'Release Fish Aquarium Car	49.95
52280	LOTS 'More Precious than Gold' Mint Car	65.00
52283	Artrain Paint Vat Car	30.00
52289	TCA Museum 25th Ann. Fort Knox Mint	75.00
52295	TCA Museum St 'O' Gon w/Pipe Load	30.00
52299	Las Vegas Lady Luck Mint Car	49.95
52330	B&O Museum Fundrasier Boxcar	95.00
52309	LOTS Patriotic Uni-body Tank Car	99.95
52310	TCA Museum PS-1 40' Boxcar	39.95
52329	NLOE New York & Atlantic B/W Caboose	95.00
52334	TTOS Smokey Bear Tank Car	99.95
52346	LOTS D&H PS-2 Hopper Car	69.95
52351	TTOS BNSF Icicle Reefer w/ETD	75.00
52372	TCA Streamlined Baggage Car	39.95
52381	LOTS Virginian St 'O' Coal Hopper	55.00
52384	TTOS Transparent Car	40.00
52392	PA Flatcar w/Hood's Milk Tank Truck	65.00
52403	TCA Texas & Pacific 40-Ton Stock Car	55.00
52410	TTOS S.P. Flatcar w/Pup Trailers	65.00
52411	Artrain USA Tank Car	35.00
52415	TCA Kids Club Sheriff & Outlaw Car	49.95
52416	RR Museum of LI 125th Ann. Boxcar	124.95
52419	LOTS Touring Layout Operating Car	65.00
52420	NLOE LIRR 80th Ann. Diesel Boxcar	49.95
52453	RMLI North Fork Bank Mint Car	79.95
52455	C&NW Uni-body Tank Car	75.00
52456	LOTS Alpenrose Flatcar w/Milk Container	74.95
52570	LI Riverhead Building Supply Boxcar	79.95
52474	LOTS N.Y.C. Evans Auto Loader (no autos)	49.95
52513	US Air Force Flatcar w/Trailer	79.95
52516	TCA MWD U.P. 6464-5909 Boxcar	79.95
52543	LCCA BNSF 57' Merchanical Reefer-Scale	95.00
52545	TTOS Erie Operating Boxcar	49.95
52500	TCA ATSF Steel-Side Reefer-Scale	65.00
52553	LOTS Tennessee Aquarium Car	75.00
52566	LOTS State of Maine St 'O' Boxcar	54.95
52571	LI Riverhead Grand Opening Boxcar	69.95
52574	METCA 50th Ann. Fort Knox Mint Car	69.95
52583	METCA B&O Mint Car	89.95
52586	NLOE Crade of Aviation F/C w/Trailer	74.95
52592	NLOE Petland Discount Aquarium Car	99.95
52593	TCA Louisville & Nashville PS-1 Boxcar	95.00
52596	METCA Long Island Mint Car	75.00
58212	TCA Colorado Dep. 16-Wheel Flat w/load	99.95
58226	Cumbres & Toltec Sheathed Boxcar-Scale	75.00
58500	NLOE Firefighters Museum Tank Car	79.95
58533	TTOS Serria Beer PS-1 Boxcar-Scale	89.95
58549	LCCA Texas Special 'Diamond' Mint Car	295.00
58566	LOTS Virginia & Truckee Mint Car	99.95
91653	TCA PA Dutch Pretzels Boxcar	35.00
99007	Smuckers Hot Fudge Tank Car	65.00

MTH PREMIER O GAUGE ITEMS

MT-2057LP/2065L	Canadian Pacific F3 ABA's w/P1	395.00
MT-2076L	Frisco Fairbank Morse H10-44 w/P1	195.00
MT-2077L	Santa Fe Fairbank Morse H10-44 w/P1	195.00
MT-2083LP/2091L	Western Maryland F3 ABA's w/P1	495.00
MT-2085LP	Burlington F-3 'AA' w/Proto-1	350.00
MT-2096L	Atlantic Coast line F-3 B-unit (non-pwd)	95.00
MT-2114LP	CSX SD-60 w/Proto-1	195.00
MT-2121LP	Southern FM Trainmaster w/Proto-1	175.00
MT-2122L	Denver & Rio Grande FM w/Proto-1	175.00
MT-2124	Union Pacific Gas Turbine w/Proto-1	495.00
MT-2126LP/LB	Boston & Maine F-3 ABA's w/P1	495.00
MT-2129LP	Western Maryland EMD BL-2 w/Proto1	175.00
MT-2132LP	Electro-Motive BL-2 w/Proto 1	175.00
MT-3015L	Santa Fe 4-8-4 Northern #2921 w/P1	795.00
20-2244-1	USPS Genesis w/Proto 2.0	495.00
20-2376-1	U.P. SD70Mac w/Proto 2.0 (used)	325.00
20-2389-1	U.P. PA Alco ABA's w/Proto 2.0 (like-new)	545.00
20-2403-1	U.P. GP-60m w/Proto 2.0 (like-new)	325.00
20-2503-1	U.P. SD-90Mac w/Proto 2.0 (like-new)	365.00
20-2621-1	CSX SD-70ACe w/Proto 2.0 (like-new)	349.95
20-2774-1	Union Pacific SD70 ACe w/Proto 2.0	425.00
20-2882-1	Pennsylvania GP-35 w/Proto 2.0	374.95
20-2985-1	Norfolk Southern ES44AC w/Proto 2.0	429.95
MT-6002	Rio Grande 60' Aluminum 5-Car Set	395.00
MT-6003	Penna. 60' Aluminum 5-Car Pass. Set	395.00
MT-6016	Santa Fe 60' Aluminum 4-Car Pass. Set	250.00
MT-6017	Penna. 60' Painted Alum. 4-Car Pass. Set	295.00
MT-6603	Southern 70' Plated Sleeper/Diner	195.00
MT-6605	Ca. Zephyrs 70' Plated Sleeper/Diner	195.00
MT-6606	U.P. 70' Painted Sleeper/Diner	175.00
20-6604	NYC Empire 70' Aluminum 2-Car addons	125.00
20-6607	PRR 70' Painted 18" Alum. 2-Car addons	145.00
20-6623	S.P. Daylight 70' SL 2-Car Sleeper/Diner	149.95
20-6651	Great Northern 70' SL Sleeper/Diner	125.00
20-65024	PRR 70' ABS SL Passenger 5-Car Set	295.00
20-80004d	BNSF 70' ABS Passenger 5-Car Set	450.00

LIONEL 'TMCC' STEAM LOCOMOTIVES

18043	C&O 'Yellow Belly' Hudson	495.00
18046	Wabash 4-6-4 Hudson	295.00
18057	#671 Lionel Lines Turbine & Tender	395.00
18079	New York Central Mikado	595.00
28028	Virginian Allegheny-Scale	895.00
28038	Union Pacific 2-8-0 Consolidation	395.00
28051	Baltimore & Ohio EM-1	895.00
28052	Norfolk & Western Scale Class-A	795.00
28059	Western Pacific 4-8-2 Mountain-Scale	595.00
28066	B&O Presidential 4-6-2 Pacific -Scale	695.00
28074	Nickel Plate Berkshire (last US made)	495.00
28075	C&O 2-6-6-2 Scale Mallet	695.00
28084	New York Central Dreyfuss Hudson	895.00
28085	N&W (JLC Series) Y6B 2-8-8-2	1095.00
28098	New York Cental 4-6-0 Ten-Wheeler	495.00
31704	Chicago & Alton Pacific Passenger Set	795.00
38000	Empire State Streamlined Hudson	795.00
38010	Clinchfield (JLC Series) Challenger	995.00
38012	Wheeling & Lake Erie 2-6-6-2 Mallet	695.00
38026	Norfolk & Western J #606	895.00
38029	Union Pacific 4-12-2 -Scale	995.00
38032	Virginian 2-6-6-2 Scale	725.00
38043	Frisco 4-6-0 - Scale	450.00
38044	Pennsylvania K-4 #5385	795.00
38053	New York Central L-2a Mohawk	895.00
38058	Chesapeake & Ohio H7 2-8-8-2	1095.00
38065	Union Pacific 2-8-8-2	995.00
38079	Southern Pacific Scale-Size GS-2	995.00

LIONEL CONVENTIONAL STEAM

8210	JLC Hudson w/6 Boxcars & Caboose (set)	395.00
18001	Rock Island 4-8-4 Northern w/whistle	250.00
18007	Southern Pacific GS-2 Daylight w/RS	395.00
18034	Santa Fe 2-8-2 Mikado w/Railsounds	295.00
18040	Norfolk & Western J w/Railsounds	395.00
18042	Boston & Albany Hudson w/Railsounds	295.00

LIONEL TUBULAR R-T-R SETS

1388	SF 'Golden Arrow' Frt OB-worn Part Sealed	295.00
1587	B&O Capitol Ltd. Steam-Passenger	295.00
1606	Nickel Plate 4-4-2 Steam w/SEARS boxcar	195.00
1615	Cannonball Express w/True Value #16207	150.00
11723	Amtrak RS-3 Diesel Work Train	245.00
11740	Conrail GP-7 Consolidation Frt. (sealed)	245.00
11743	C&O SD-28 Diesel Freight (sealed)	245.00
11747	Lionel Lines Steam Freight (sealed)	250.00
11810	Budweiser GP-9 Freight	195.00
31907	JcPenny Pennsylvania Flyer Set	195.00

LIONEL AMERICAN FLYER S-GAUGE

8150	/51 SP PA Alco w/9500 to 03 Pass.Cars	595.00
8153	/54 B&O PA Alco ABA's Diesels	395.00
8458	Southern GP-7 Diesel	175.00
42550	Nickel Plate LEGACY ES44Ac Diesel	489.95
42560	Monongahela LEGACY ESS44Ac Diesel	499.95
42566	American Flyer Line 0-6-0 Docksider	99.95
48000	Southern Pacific GP-9 Diesel	175.00
48009	American Flyer GP-7 Diesel	155.00
48019	Southern Pacific GP-20 Diesel	175.00
48020	Milwaukee Road GP-9 Diesel	195.00
48034	Seaboard Baldwin Switcher Diesel	195.00
48041	U.P. TMCC 2-8-2 Mikado Locomotive	495.00
48043	New York Central Baldwin Diesel	185.00
48048	Duluth Missible SD-9 Diesel	195.00
48049	Southern Pacific SD-9 Diesel	225.00
48065	American Flyer SD-9 Diesel	295.00
48070	U.P. LEGACY Big Boy Steam Locomotive	995.00
48071	Canadian National GP-9 Diesel	250.00
48075	New Haven EP-5 Diesel	245.00
48144	Pennsylvania Baldwin Switcher Diesel	245.00
48185	ATSF Warbonnet LEGACY U33C Diesel	479.95
48187	D&H LEGACY U33C Diesel	429.95
48193	Penn Central LEGACY U33c Diesel	429.95
48270	NASG 2008 Baldwin Switcher Diesel	325.00
49613	Southern Baldwin Work Train Boxed Set	395.00
49614	PRR PA Alco Passenger Boxed Set	625.00

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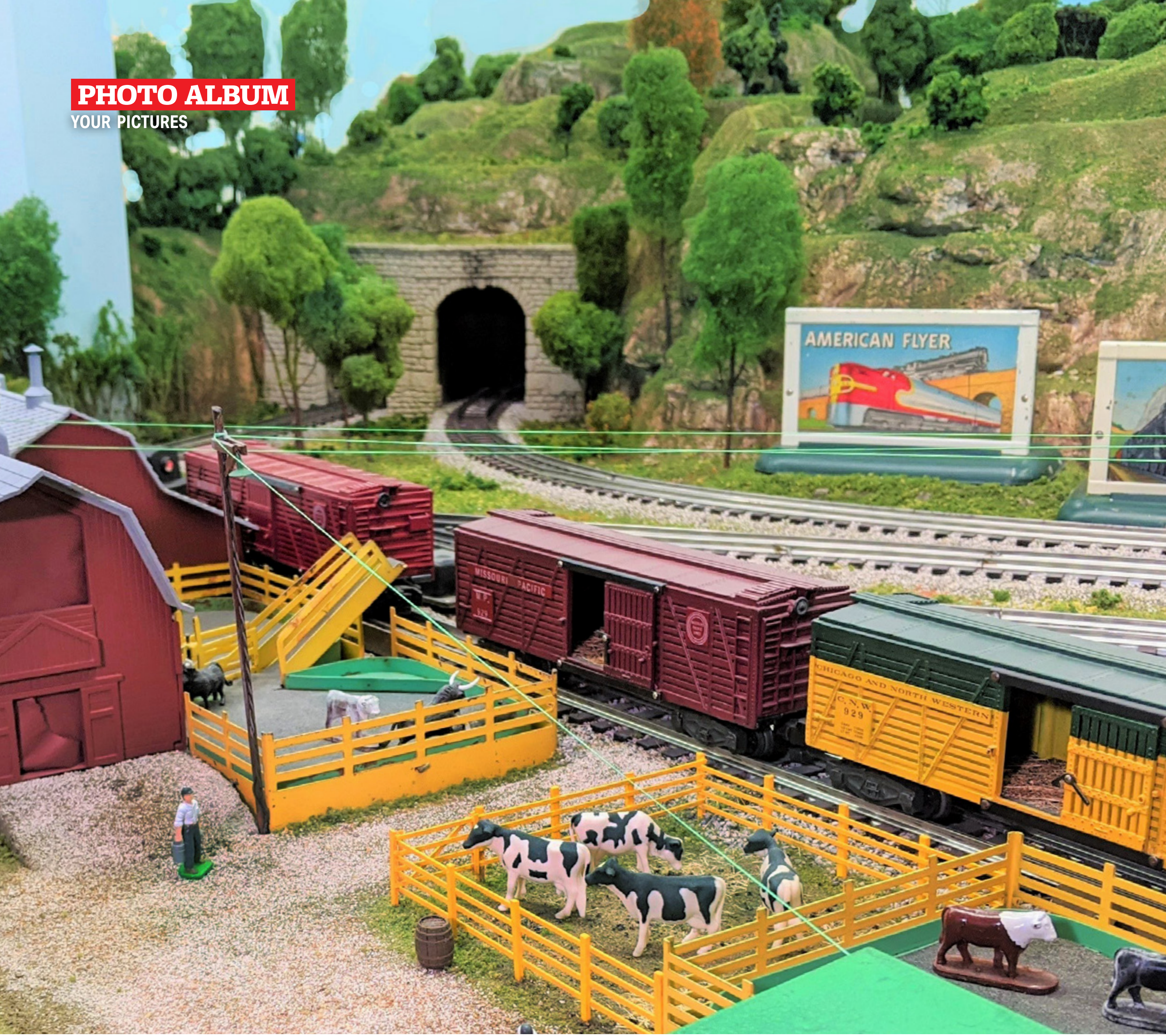
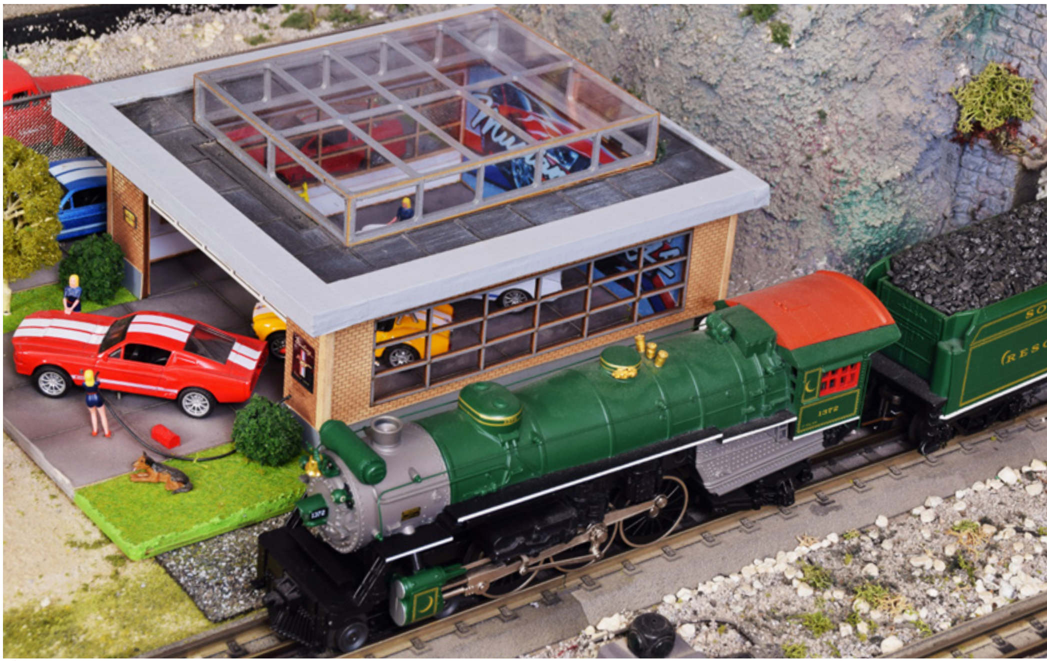


↑ GARY WRONKIEWICZ'S S GAUGE LAYOUT
The local economy on so many American Flyer layouts is sustained by coal mining or logging. Not so on the smooth-running S gauge railroad Gary Wronkiewicz built at his home in Palatine, Ill. As his nicely lit photograph shows, shipping cattle and other kinds of livestock to regional markets helps most of the people in this rural settlement earn a dollar. Gary enjoys operating the different no. 771 animated stockyards he has collected and restored to good working order. He does admit with slight chagrin that the miniature cows probably don't get quite the same thrill out of walking into the stockcars for their next journey as he does maneuvering them into position.

WANT TO CONTRIBUTE?

Please send your best pictures to CTT Photo Album, 21027 Crossroads Circle, Waukesha, WI 53187-1612 or email them to photoalbum@ClassicToyTrains.com. Digital photos must be taken with the camera set at the largest possible file size. Include your name, address, and daytime telephone number; a description of each image, including the gauge and make of the train; and the name of the photographer or layout owner if he or she is someone other than you. If your photograph is published, we will pay you $50 as long as we have not previously bought the photo.
For more on photos specs, please go to **trains.com/ctt/magazine/contributor-guidelines/**

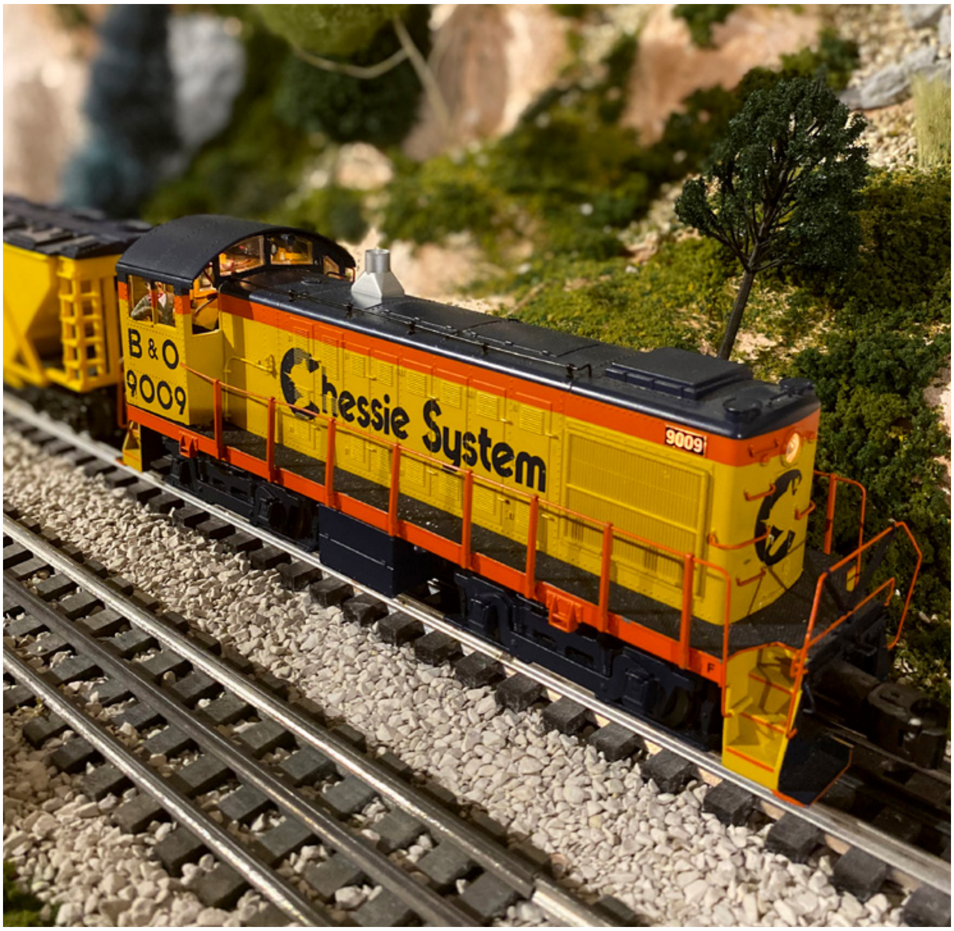


↑ STEVEN AND BARBARA TAPPER'S O GAUGE LAYOUT

The green and silver on the Southern Ry. 4-6-2 Pacific steam engine and tender look immaculate. Did the crew somehow divert their locomotive (Lionel no. 85174) through Sally's Restoration Shop (Menards no. 279-4032) adjacent to the main line on the O gauge layout Steven and Barbara Tapper built and photographed at home in Reistertown, Md., so it could join the Ford Mustangs being washed and detailed? Besides this picture, the Tappers collaborated on the construction of their 8 x 16-foot home display, a tribute to the Western Maryland Ry. soon to be featured in *Classic Toy Trains*.

→ MATTHEW GRIFFITH'S O GAUGE LAYOUT

Early in the autumn, right before the leaves on the trees perched on the steep mountain on Matthew Griffith's O gauge layout start to change color, a Lionel Alco S-4 road diesel brings empty grain hoppers from the local brewery. Once filled with barley and hops, they're ready to be refilled. The great-looking unit (Lionel no. 28548) puts in some long hours on Matt's 12 x 30-foot three-rail display in Tiffin, Ohio, thanks to the Train-Master Command Control system he has installed. His skills range from laying and detailing track to wiring and photography.

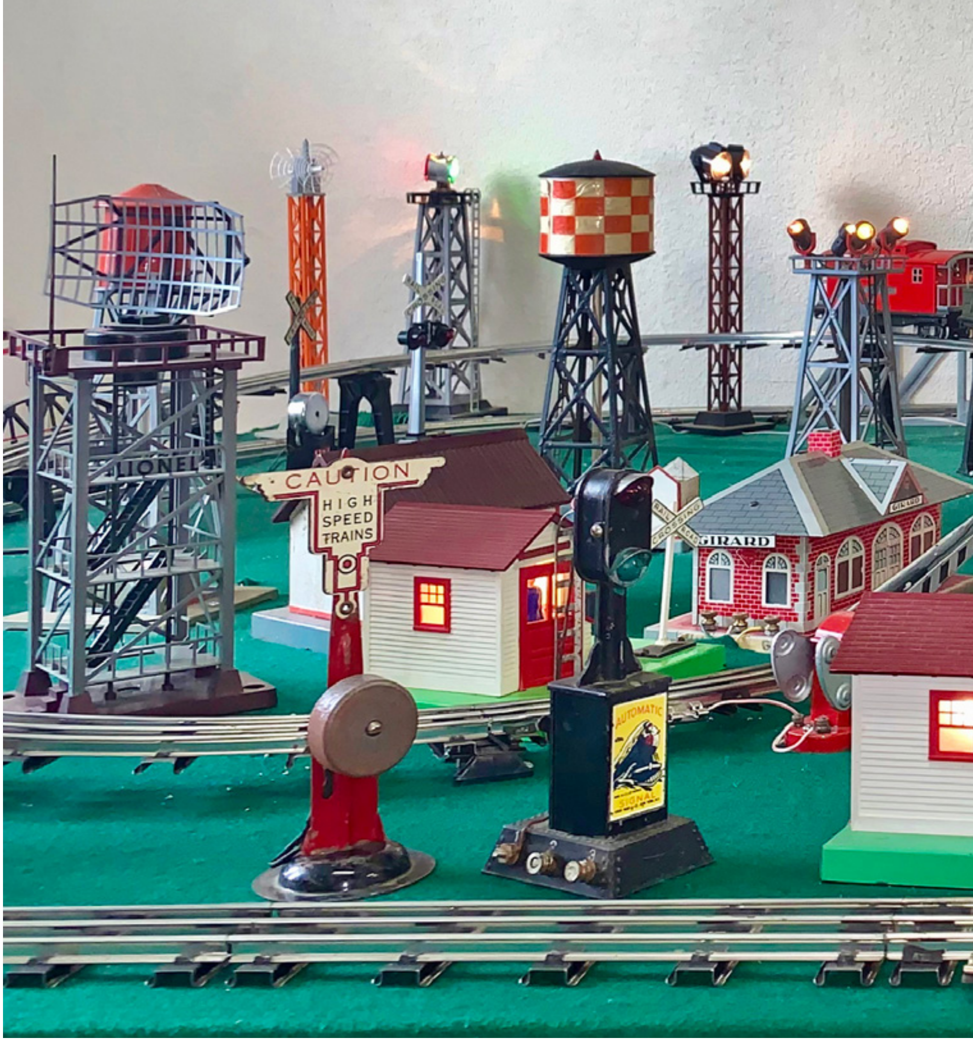


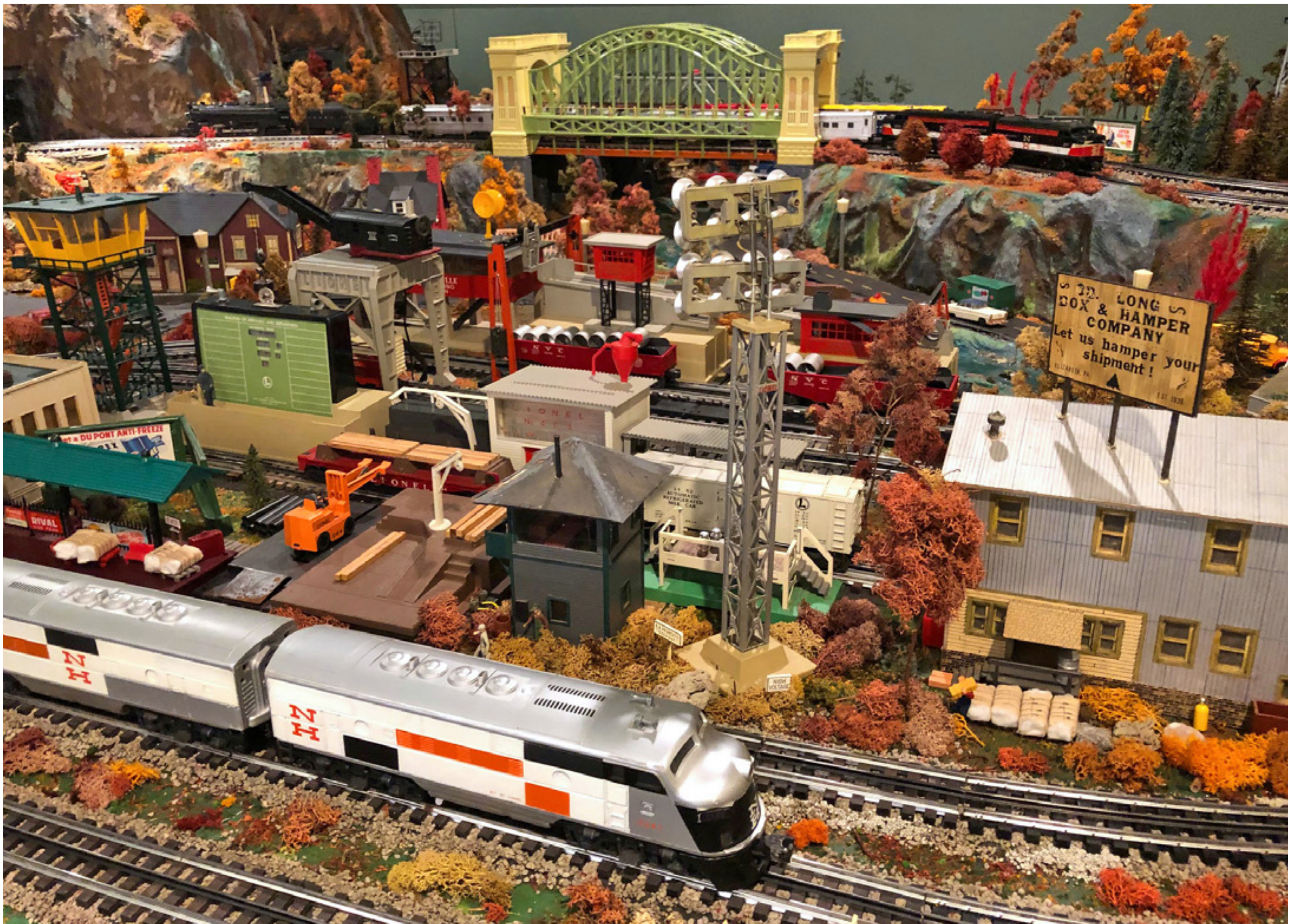
→ BOB AND JONI KING'S O GAUGE LAYOUT

Red wheels, red roofs, red towers, and red lights – so much on the 6 x 8-foot O gauge layout Bob King built with input and encouragement from his wife, Joni, boasts a bit of red. Maybe the emphasis on that color was inevitable, since this display occupies a spot in the Kings' home in Roseville, Calif. Amid the prewar and postwar accessories you can pick out two of Lionel's O-27 stalwarts from the 1930s: the nos. 258 and 260E steamers. The green stripes on the latter look snazzy – a sweet break from all the crimson and scarlet and, yes, rose.

↓ HOWARD JOHNSON'S O GAUGE MODEL RAILROAD

Were any sections of the New Haven main line ever as bustling during the postwar era as this part of Howard Johnson's home layout? While F3 diesels and EP-5 electrics lead New Haven trains along the double-track main line, the accessories alongside each other or back to back on the sidings remain hard at work. Howard, who resides in Ocean Isle Beach, N.C., has packed in loads of postwar classics on his 12 x 20-foot O gauge display. The reissue of the classic Hell Gate Bridge pleases all viewers.


LIONEL
CAUTION
HIGH SPEED TRAINS
GIRARD
RAILROAD CROSSING
AUTOMATIC SIGNAL


LONG BOX & HAMPER COMPANY
Let us hamper your shipment!
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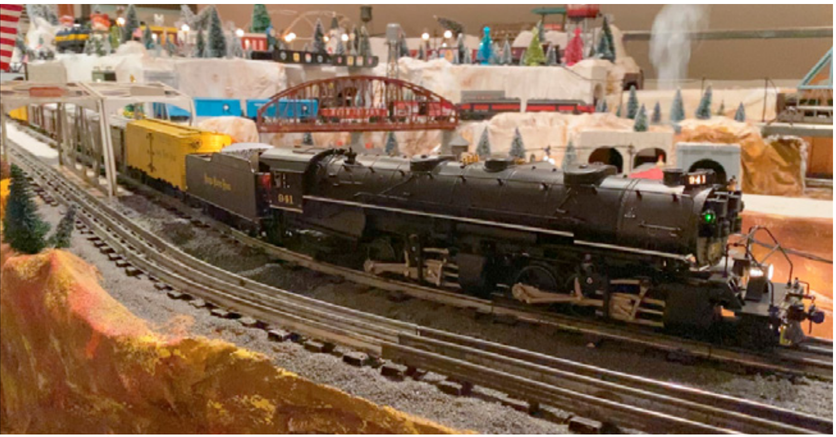
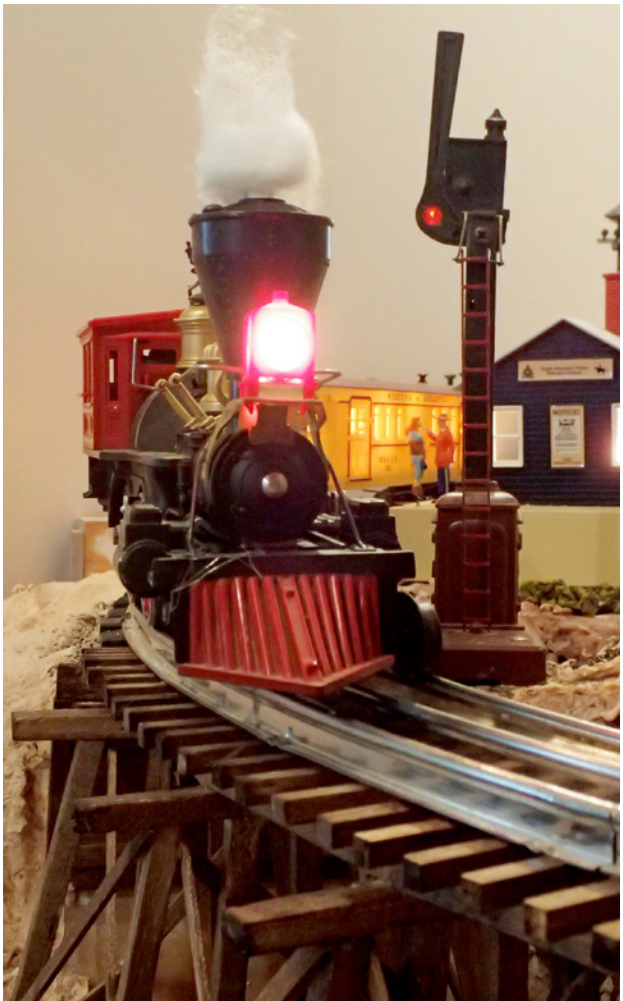
RAILROAD CROSSING
RAILROAD CROSSING
STOP



↑ ROBERT MOTT'S O GAUGE LAYOUT
Long trains just keep getting longer on Robert Mott's O gauge layout, which he continues to enlarge. The multiple-level railroad, whose area is approaching 300 square feet in Wayne, N.J., provides a comfortable home to some of the biggest engines, including this Lionel no. 28076 Nickel Plate Road 2-6-6-2 Mallet, shown leading a train around Rob's display, which he enjoys photographing when not at the helm of a TrainMaster Command Control system.

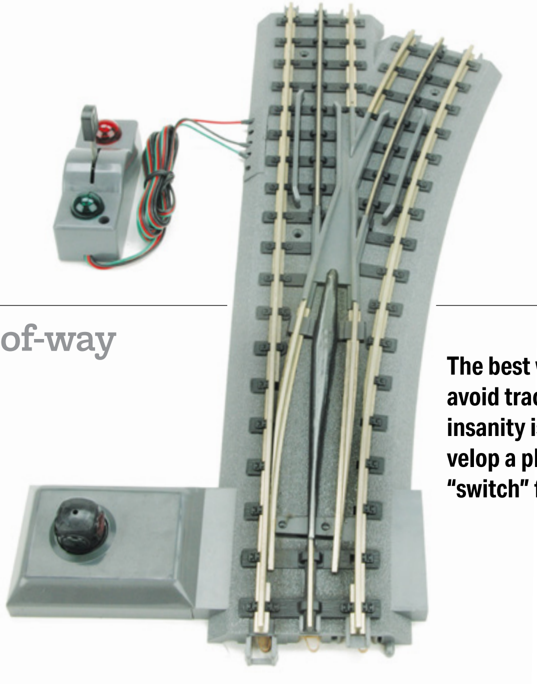
→ PETER WILLIAMS' O GAUGE LAYOUT
A far cry from first- and second-generation diesels often seen is the old-time wood-burning engine Peter Williams prefers to run for the enjoyment of his friends and himself on his latest O gauge railroad. Residing in Fernandina Beach, Fla., he has created simple and rugged vignettes that convey viewers back to the late 19th century. All Peter needs are figures, a commercial station and signal, his favorite train, and the right exposure on his digital camera.



WITH BOB KELLER

Thoughts on track

Tips for avoiding madness caused by right-of-way



The best way to avoid tracklaying insanity is to develop a plan and not "switch" from it.

OTHER THAN LOCOMOTIVES, the largest expense you may have getting into this crazy hobby is the cost of the track for your railroad. You can drop $600-$700 in no time at all, and *still* not be near finishing the job.

I know, because after many years of indecision, I finally got around to re-tracking my O gauge railroad! I had a plan, but as you might guess, it was a "living document" that seemed to change every few days.

My original layout was roughly 16 x 24 feet and had three loops. Two of them had a connection simply for switching out trains. The inner loop was connected to a yard that, while track-powered, was used only for car storage.

I originally used one brand of track on the inner loop and yard and a second type on the two outer loops. Over some 20 years I really, really, *really* got tired of needing to add power feeders to sort out dead spots.

I was also decades older, and my knees and back took exception to my climbing under the benchwork like I was a member of the French Underground planning to blow up a German troop train.

About a decade ago, re-alignment of piping in the basement was my excuse to do a major re-work of the layout. This cut-down benchwork is about 8 x 24 feet, with an L-shaped spur adding a dead-end line of about 20 feet. I wanted everything to be mostly within arm's reach.

I had one easy-to-maintain oval and so was pretty happy running a single train.

Then the change bug bit me. I wondered what else I could do with the lines.

Getting ahead of myself

I had a plan, but once I started I promptly diverged from it!

The first easy step was adding a siding to park a string of passenger cars. Ouch, that was a quick $50 or so.

Next was another switch off of the main oval to the L-shaped line to be a yard to store both a full freight (25-30 cars) and a passenger train of 6-10 cars. Then I added a switch off a switch and, of course, a third off of that.

I also noticed that without opening any more boxes, I was filling up the siding with loose cars that were just hanging around. Not good. I'm running out of room, and the cost is starting to add up!

Back where my first siding was, I was hit with a capital "S.I." Swell Idea: Run a switch off that track and loop it around to connect with the original yard!

That might work only if I made it a dead-end yard. I know me, after all, and I knew that if I didn't place some buildings there to block it, I'd be trying to recreate a second loop. I didn't have the room to do it, and I knew I'd be back where I started. Sigh.

Track is your friend

Just as with real railroads, your train operation will only be as good as the rails it runs on.

It can be both tedious and irritating to install roadbed, track, and ballast if you use it – but oh so nice when that first train starts and *keeps* running.

Remember, this is a terrific hobby where you're never without a project! CTT

BACK TO TRACK PLAN BASICS

The chill of autumn air will trigger the layout-building or the layout-changing gene in many model railroaders. As we enter prime layout-building season, here are six great tips and ideas to keep in mind as you try to avoid insanity – unlike yours truly.

1. Come up with a *simple* track plan.
2. Get a catalog and price out your project at full (not retail) price. Then set a budget (or at least a spending cap).
3. Switches, powered or unpowered, are pricey and will be the most expensive sections of track you install.
4. If you're using a more modern modular track system, such as Lionel's FasTrack, MTH's RealTrax, or Atlas O's 21st Century, you can save some money by transitioning to tubular track in areas unseen by viewers.
5. With tubular track, you'll find it easy to cut a piece to fill the odd gap. This isn't generally true with modular track; so if you use that type of track, don't underestimate the use of the various fractional sections on the market. They have been far handier than I thought they would be in my own exploits.
6. Even on a 4 x 8-foot layout an extra track power section can help things keep moving. Factor this into your plan, especially when deciding which transformer to use. – *B.K.*

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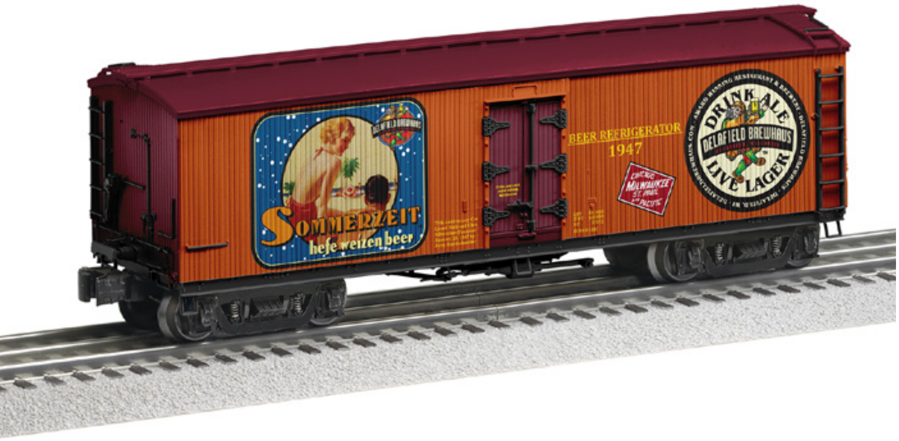
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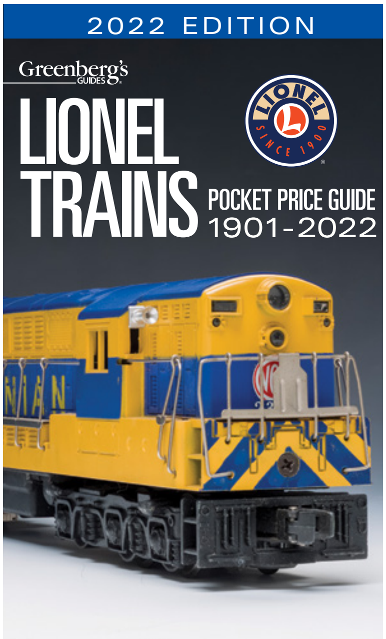
A DIAMOND ANNIVERSARY. The Milwaukee Lionel Railroad Club is offering this Milwaukee Road/ Delafield (Wis.) Brewhaus double-sheathed refrigerator car to celebrate its 75th anniversary. The O gauge model, based on the Lionel milk car, features Milwaukee Road and Delafield Brewhaus graphics, die-cast metal trucks, operating couplers, a removable roof, and tanks inside the car. Only 200 models will be produced, with an estimated delivery of December 2021. The reefer is priced at **$85** plus shipping ($12 for one car, $6 for each additional car, no shipping if car is picked up at the club). Wisconsin residents add $5 tax. Check or cash to Milwaukee Lionel Railroad Club, Club Car no. 27, 2721 S. Calhoun Rd., New Berlin, WI 53151. Online orders may be placed at **milw-lrrc.org**


2022 EDITION
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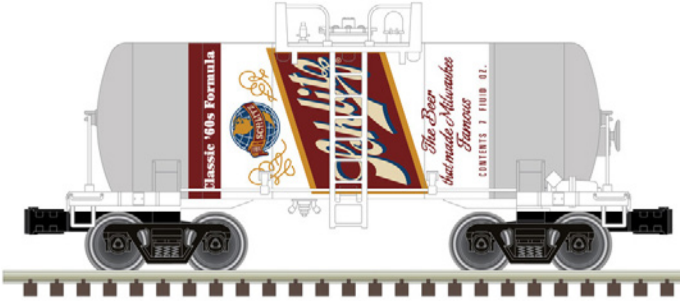
HOW MUCH IS IT WORTH? The brand-new edition of *Greenberg's Lionel Trains Pocket Price Guide, 1901-2022* is now available from the Kalmbach Hobby Store. Item no. 10-8722 covers prewar to contemporary production, postwar boxes and sets, Lionel Corporation Tinplate, and various club cars and special production. The 400-plus-page softcover book sells for **$22.99.** The price guide is available from Kalmbach Media retailers and online at **KalmbachHobbyStore.com**

WANT TO SUBMIT A PRODUCT? Send complete ordering information and a large, hi-res photo file to hmiller@kalmbach.com or on a CD by mail to Hal Miller, Classic Toy Trains magazine, P.O. Box 1612, Waukesha, WI 53187-1612.

A PINT-SIZED TANK. Atlas O has announced this Premier line 8,000-gallon tank car lettered for Schlitz (red, white, and gold), Beer (black and white), Jax (red and yellow), Lone Star (red, white, and gold), Olympia (white-and-gold "Little Oly" scheme), Pabst Blue Ribbon (white, red, and blue), Primo (yellow, blue, and red), and Stroh's (blue, red, and gold) in two road numbers per scheme. The O gauge model (**$89.95**) has die-cast metal trucks and couplers, metal handrails, and Kadee-compatible coupler mounting pads. The ready-to-run car can operate on O-27 curves and is available through Atlas O retailers and the manufacturer's website, **shop.atlasrr.com**


Classic '60s Formula
Schlitz
The Beer that made Milwaukee Famous
CONTENTS 7 FLUID OZ.

COMPACT LAYOUT IDEAS. *Toy Train Layouts for Small Spaces* is the latest special-interest publication from the editors of *Classic Toy Trains* magazine. The 100-page magazine, offered in print and digital formats, includes brand-new articles on building a 4 x 8-foot O gauge layout in the corner of a living room, constructing a portable 6 x 10-foot S gauge layout in a two-car garage, assembling tabletop benchwork, wiring layouts, and making an insulated track section. The digital edition, powered by Zinio, is compatible with PC, Macintosh, Andriod via Google Play app, iOS via AppStore, and Win8 devices. Print and digital issues are **$13.99** each; a print/digital combo sells for **$19.99.** Orders can be placed on the Kalmbach Hobby Store website, **KalmbachHobbyStore.com**

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LIGHT-DUTY SWITCHER. A General Electric 44-ton diesel locomotive is coming later this year from Atlas O. The Premier line model will be decorated for Chicago, Burlington & Quincy (black and gray); Atchison, Topeka & Santa Fe (zebra-stripe scheme); Erie Lackawanna (black and yellow); Maine Central (green and yellow); Napa Valley Wine Train (green, white, and black); and U.S. Steel (red, green, and yellow) in one road number per scheme. The O gauge center-cab switcher (**$499.95**) will have a die-cast metal body, chassis, truck sideframes, and fuel tank; Kadee-compatible coupler mounting pads; and ProtoSound 3.0 with the Digital Command System featuring Freight Yard Proto-Effects. Look for the 44-ton diesel at Atlas O dealers or online at **shop.atlasrr.com**

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WINTER IN A BAG. Signifer offers this two-piece artificial snow kit. The package includes 25 grams of artificial snow material and 30 grams of binder. The snow is UV resistant and compatible with all scales. The kit sells for **$8.90**. The price may vary based on the exchange rate. To order, visit **signifier.chez-alice.fr**

NEW TO THE FAMILY. The Electro-Motive Division of General Motors SD40-2 is among the first products offered in the Atlas O Premier line. The O gauge six-axle road locomotive is decorated for Wisconsin & Southern (40th Anniversary scheme, one road number), Burlington Northern (Cascade Green and black), Chicago & North Western (Falcon Service scheme), CSX (gray, blue, and yellow), Milwaukee Road (orange and black with billboard lettering), and Pan Am Rys. (dark blue and white) in two numbers per scheme unless noted. The SD40-2 has an ABS body with metal chassis; die-cast metal truck sideframes, pilots, and fuel tank; and ProtoSound 3.0 with Freight Yard Proto-Effects. The model is priced at **$569.95**. Look for the SD40-2 at your favorite Atlas O retailer or get it direct from the manufacturer at **shop.atlasrr.com**

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KEEPING IT COOL. The Canadian Toy Train Association has announced MTH Trains is manufacturing a custom-run O gauge Premier line Victoria Terminal Railway & Ferry Co. 36-foot woodsided refrigerator car for the organization. This limited-production model comes in two numbers in its three-rail version. Delivery is expected in late 2021. Cost is $65 plus $12 shipping per car. For orders or any questions, please contact mlhorne@shaw.ca

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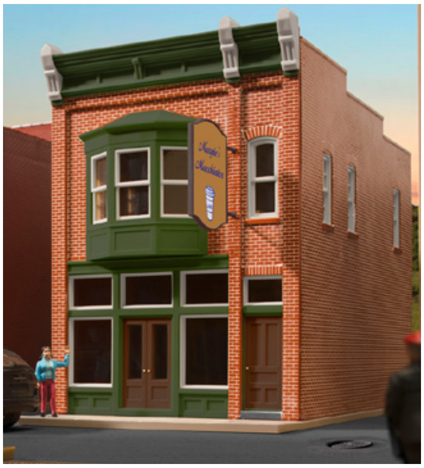
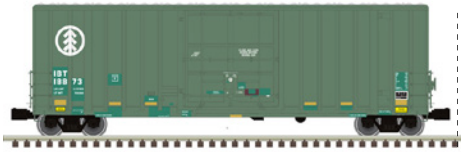
FILL ’ER UP. Wilson’s Gas & Go service station is the latest injection-molded plastic kit from Atlas O. The O gauge structure includes modern and vintage gas pumps, positionable garage doors, and waterslide decals. The kit, part of the Atlas Hillside Structure line, measures 11¾" x 8⅛" x 4⅝" and is priced at **$72.50**. Look for the gas station at retailers that carry Atlas O products or get it online at the manufacturer’s website, **shop.atlasrr.com**

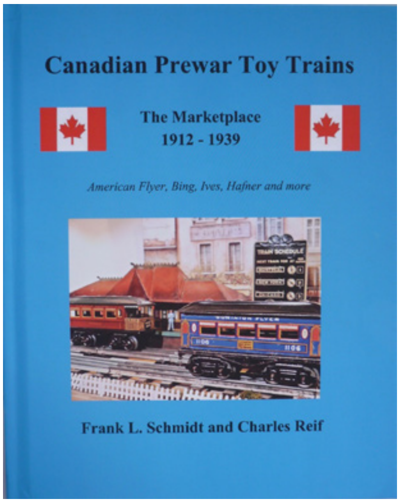


A DOWNTOWN DESTINATION. Margie's Macchiatos Coffee Shop has been added to the Atlas O Hillside Structures line. The O gauge injection-molded plastic kit has snap-together main parts, a second-floor bay window, and waterslide decals with various nameplates. The building is priced at **$72.50** and measures 9¾" x 5¼" x 8". Get the structure kit at your local hobby shop or online at **shop.atlasrr.com**



A MODERN BIG BOX. Atlas O has added a Gunderson 50-foot high-cube boxcar to its Premier line. The O gauge boxcar is decorated for International Bridge & Terminal (green with Boise Cascade logo), Arkansas-Oklahoma (Mineral Red), Canadian Pacific (Mineral Red with NKCR reporting marks), GATX (blue with large lettering and heritage logo in one road number and blue with small lettering; both with LRS reporting marks), Southern Ry. of British Columbia (red with "Catalyst" lettering), and TTX (pink with "On Track for a Cure" slogan in one number and yellow with modern and Railbox logos and "Railcar Pooling Experts" slogan). The boxcar is offered in two numbers per scheme unless noted; it's also available undecorated. Features on the high-cube car (**$79.95**) include an ABS body, die-cast metal trucks and couplers, and positionable doors. Look for the Gunderson 50-foot high-cube boxcar in hobby shops and at **shop.atlasrr.com**

TOY TRAINS OF THE NORTH. Frank L. Schmidt and Charles Reif, members of the Canadian Toy Train Association, have published *The Marketplace 1912-1939* a book on the history of tinplate toy trains made for Canada focusing on those years . Featuring products from American Flyer, Hafner, Ives, Bing, Bub, Hornby, and others, the 153-page book is amply illustrated with color photos. Available from Blurb Bookstore, **blurb.com**. Hard cover is **$54.41**, soft cover is $**38.82**.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38422	N.P. U33C #3307 w/Legacy	499.00
38785	C.N. #4005 GP-35	479.95
38855	G.N. GP-35 #2519	479.95
39568	BCR Dash-9 w/Legacy	499.95
39572	BNSF Dash-9 w/Legacy	499.95
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85057	U.P. SD70ACe #8650 w/Legacy	549.99
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85180	G.N. 2-6-6-2 w.Legacy	1,549.99
85315	U.P. SD70ACe #1943 w/Legacy	549.99
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316050	ATSF 3-Bay Hopper 6pk	175.00
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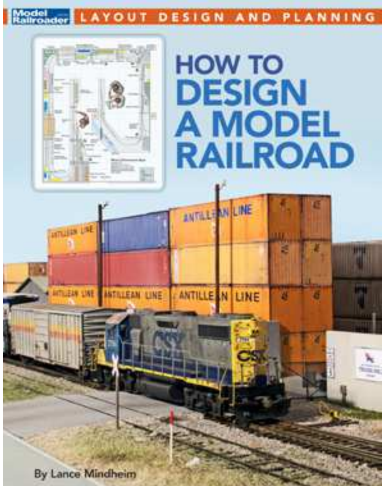

TIPS FROM AN EXPERT. How deep can benchwork be? How much aisle space is necessary? How do you best use yards and staging tracks? Professional layout builder and *Model Railroader* author Lance Mindheim answers these common questions and more in *How to Design a Model Railroad* from Kalmbach Media. The 144-page book is a hands-on guide to drawing and designing a layout that will fit the available space and result in a realistic layout. The book, priced at **$24.99**, is available at hobby retailers and the Kalmbach Hobby Store website, **KalmbachHobbyStore.com**

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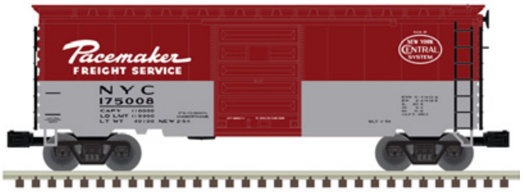
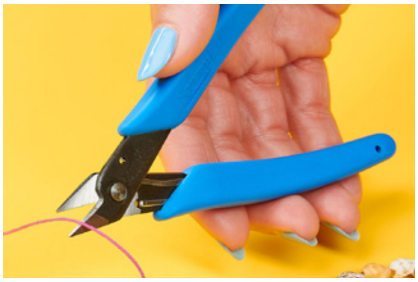
IN MEMORIAM

Robert Weaver, who established Quality Craft/Weaver Model Trains with his wife, Shirley, in 1965 and over the next half-century manufactured plastic and brass O gauge two- and three-rail locomotives and rolling stock, died on August 7, 2021, at the age of 93.

The Weavers launched their business in Northumberland, Pa., and eventually came to specialize in state-of-the-art replicas, particularly Pennsylvania RR steam, diesel, and electric prototypes, along with familiar and uncommon freight cars seen on railroads across the U.S. The manufacturing side of the business ended operation in 2015, with Atlas O and Lionel later purchasing some of the Weaver tooling.



A CLASSIC. Pullman-Standard's 40-foot PS-1 boxcar is part of the new Atlas O Premier line. Road names include New York Central, Grand Trunk Western, Louisville & Nashville, Rock Island, Seaboard Air Line, and Union Pacific. Models feature two road numbers per scheme, factory-applied details, and die-cast trucks with metal wheels. MSRP is **$79.95; shop.atlasrr.com**



A CUT ABOVE. The Xuron Model 441 thread and cord scissors features soft grip handles, a Light-Touch return spring, and one serrated gripping edge for holding threads, cords, and yarns. The tool, priced at **$20.25**, is ideal for cutting elastic cord, thread, nylon beading thread, yarn, and many other materials. The Model 441 scissors is available at Xuron retailers and online at **xuron.com**

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continued next column

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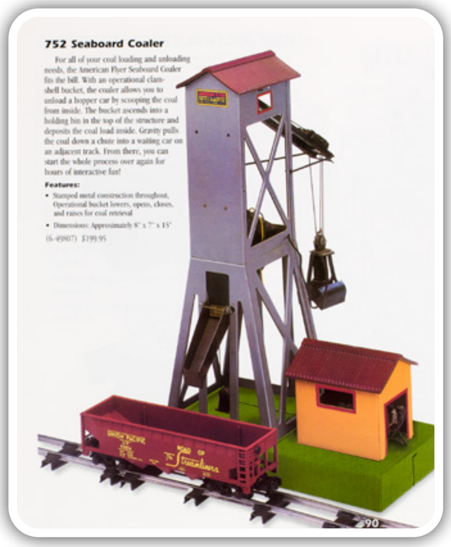
WITH JOSEPH L. MANIA & THE CTT STAFF

Bucket trouble on Flyer no. 752 coaler

Closing when it should open wide



752 Seaboard Coaler

For all of your coal loading and unloading needs, the American Flyer Seaboard Coaler fits the bill. With an operational clamshell bucket, the coaler allows you to unload a hopper car by scooping the coal from inside. The bucket ascends into a holding bin in the top of the structure and deposits the coal load inside. Gravity pulls the coal down a chute into a waiting car on an adjacent track. From there, you can start the whole process over again for hours of interactive fun!

Features:

- Stamped metal construction throughout, Operational bucket lowers, opens, closes, and raises for coal retrieval
- Dimensions: Approximately 8" x 7" x 15"

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90

The classic American Flyer no. 752 Seaboard coaler accessory was revived by Lionel as item no. 49807 in 2001.

Q I purchased new the Lionel reissue of the American Flyer no. 752 Seaboard coaler. It runs smoothly, but the coal bucket that goes up in an open position comes down closed. How can I fix this problem? – *Joseph Waltuch, Santa Maria, Calif.*

A The right button should energize the coil for the bucket to close it as well as raise it and move it toward the bunker. Releasing the button opens the bucket. The left button lowers the bucket without energizing the coil, so the bucket remains open. Since you say the bucket opens and closes, it seems the solenoid is energizing. I wonder whether the string may be wound around the drive shaft in the improper direction. This would cause the bucket to move in the wrong direction, even though the motor is turning in the intended direction.

Diameters of different track

Q Is the diameter of Lionel track measured from center to center or another way? What about Marx O gauge and American Flyer S gauge track? Why do the sections of O-27 straight profile track I purchased more than 20 years ago from Lionel not fit together? – *Charles Fee, Cincinnati, Ohio*

A Sometimes the diameter of Lionel or other brands of track is measured from center rail to center rail, and sometimes it's measured to the outside of the ties. There's a certain amount of flexibility with tubular track, and it can be squeezed or expanded a small amount. As a result, determining an exact diameter is difficult. Regarding other brands, standard American Flyer S gauge curves had a diameter of 42" while the Pikemaster pieces were about 31" in diameter. Marx wide-radius track was 34" in diameter.

As to your second question, the ends of the rails on tubular track are tight by design and sometimes require the pins to be "forced" in. Also, when K-Line introduced tubular track it had small design differences that could sometimes make its compatibility with Lionel difficult.

Matching postwar paints

Q How do I match the colors painted on my different Lionel O gauge locomotives from the postwar era? I'm referring to the red and the yellow on my no. 2343 Santa Fe F3 diesels and the silver on my no. 2328 Burlington Route GP7 road diesel. – *Ed Whitford, Mason, Mich.*

A Paint technology has changed quite drastically since the 1950s when your engines were originally painted and striped. Most, if not all, of the paint types available then are not available now for various reasons. Also, the age of the paint plays a part in trying to match. A pristine example of a locomotive compared to an abused example can show obvious differences in shade, tone, and tint. In addition, as manufacturers eliminate certain paints from their lines, tints for the base color become unavailable and certain colors can no longer be duplicated.

If there were a definitive list of exact color matches, it would be for one brand

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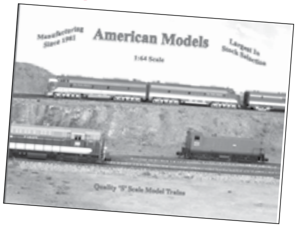

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A challenge for O gauge enthusiasts is how to match the paints Lionel used during the postwar era with the types of paints and the colors on the market now.

and type of paint. If that manufacturer changed a tint or base for whatever reason, the list could become obsolete. Your best bet may be to ask other postwar enthusiasts what they recommend or to reach out to professionals who restore older models.

ProtoSound 1.0 with postwar transformer

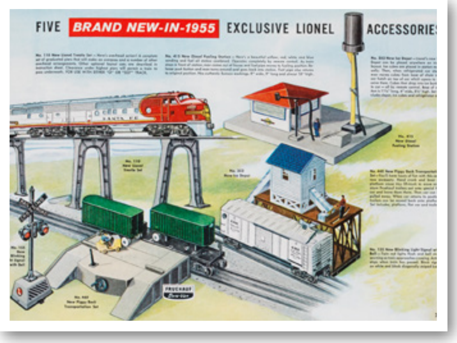
Q I operate my fairly compact O gauge home layout with a postwar Lionel type-KW transformer. Over the years, I've acquired a few MTH locomotives that are equipped with ProtoSound 1.0. I'm aware of the battery issues and how to avoid related problems. Can you suggest a method or an aftermarket device that will enable me to program my MTH engines and activate their sound effects without having to invest in an MTH no. Z-4000 transformer? – *Richard Donofrio, Darien, Ill.*

A The original ProtoSound 1.0 is not a command system and doesn't require anything more than a conventional transformer to operate. All the functions available on those MTH engines can be operated with any common transformer with a direction control button and a whistle controller. Your vintage KW should be capable of handling your newer engines.

String and figure for Lionel diesel fueling station

Q I want to restore a Lionel postwar no. 415 diesel fueling station to full operation. The black string is broken in the base. Any tricks to putting on the string? Is it the same type of string used on the crane cars for the hooks? Also, the figure seems to slightly bind on the base where the post travels along the base slot. Any way to fix this? – *E. Layne Katz, New York, N.Y.*

A The crane string is a perfectly suitable replacement for the string used in the 415. The binding figure problem should start with finding the source of the bind. Using white lithium grease on this accessory is not recommended. CTT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Getting the black string to work correctly on a Lionel no. 415 diesel fueling station should not take much time or effort.

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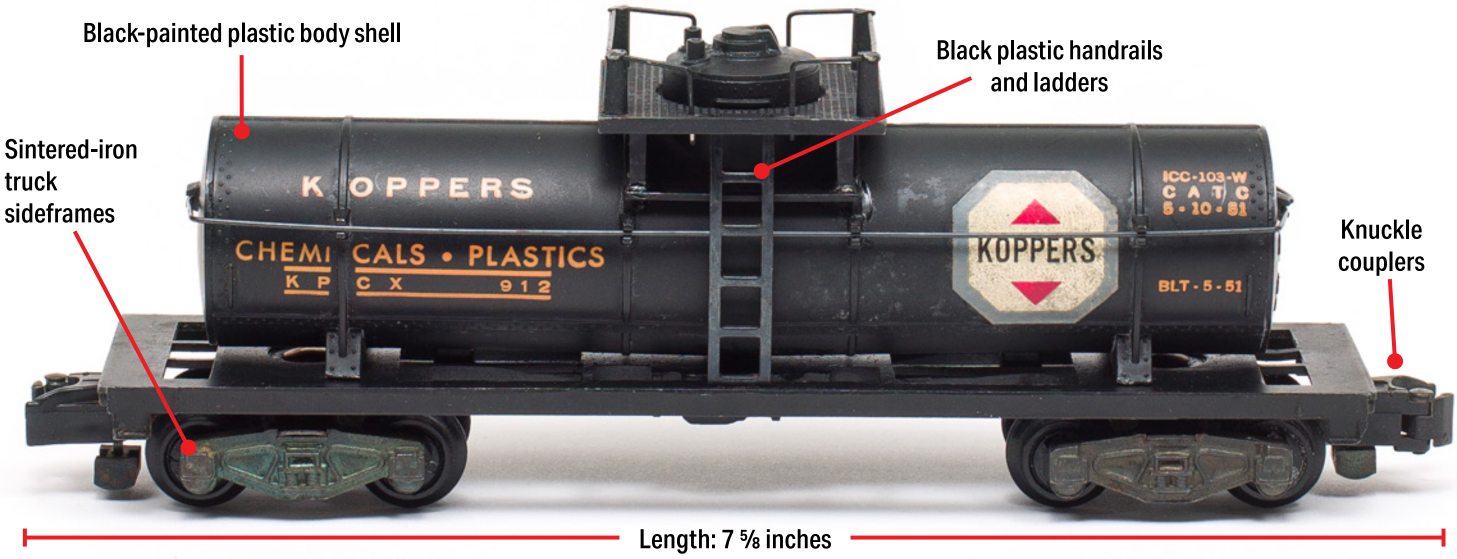
Flyer no. 912 Koppers tank car

This S gauge model highlighted the chemical industry's ties to railroading



THE S GAUGE FLYER line included more chemical tank cars than did Lionel's, and they had greater detail and more names. Among the finest of them was the no. 912, which publicized the Koppers Co., a well-respected manufacturer of chemicals based in Pittsburgh.

Novel model

For a toy train manufacturer to develop models of tank cars was an obvious decision. Single- and double-dome cars carrying petroleum products, chemicals, agricultural items, and other liquids were seen on most railroads. So in the prewar and postwar eras, Lionel and its rivals offered replicas of single-dome and then double-dome oil cars. The tank cars were simple in their design: a cylinder riding atop a sheet-metal or plastic frame with trucks and couplers attached.

In 1954, engineers at Gilbert realized that by surrounding the single dome with a plastic platform and having a ladder extend down to the frame, they could proclaim the tank car to be a chemical car. Splash on paint, and the Flyer line heralded the eye-catching no. 910 Gilbert Chemicals car, originally planned to promote Celanese Chemicals.

New name

A year later, Gilbert negotiated with the Koppers Co. to rename its chemical tank for that long-established producer of chemicals and plastics. Founded by Heinrich Koppers in Chicago in 1912 and moved to Pittsburgh in 1915, the business later became part of the empire overseen by financier Andrew Mellon. A skyscraper in downtown Pittsburgh served as the Koppers hub.

During and after the war, Koppers expanded its operations to capitalize on the development of new by-products of the coal and petroleum industries. Assorted plastics formed using styrene and polyethylene joined the Koppers inventory, and tank cars with the firm's name became commonplace.

It made sense, therefore, for Gilbert to work with Koppers on the tanker painted black over a black or gray plastic body shell secured to either a type-IV die-cast metal frame or a type-II plastic frame with a brake wheel and diamond markers. Designers added gold sans-serif lettering and a paper label. Other details ran from black handrails to ladders painted to match or finished with copper or nickel.

The 912 appeared in the consumer catalog for 1955 as a component of two sets and as a separate-sale item priced at $5. For each of the next two years, it was used in one set, and its separate-sale price rose to $5.95. In 1957, the tanker, like other Flyer items, was assigned a five-digit number (24306).

Decision makers at Gilbert could never have known that Koppers would eventually become the largest producer of railroad crossties for Class 1 railroads in North America. The ties were treated with chemicals to prevent warpage and deterioration of the wood.

How fitting that an S gauge chemical tank car from the 1950s should introduce thousands of modelers to the name of a business essential to the welfare of full-size railroads today. – *Roger Carp*

THE A.C. GILBERT CO. cataloged the no. 912 Koppers chemical tank car from 1955 through 1957. The 2021 edition of Greenberg's Pocket Price Guide to American Flyer values the 912 with a die-cast metal frame at $38 in good condition and $62 in excellent. The version with a plastic frame is valued at $25 and $70, respectively.

WITH LOU PALUMBO

Are you late to the party?

The good times are still here

I HAVE BEEN ACTIVELY AND enthusiastically involved in the model train hobby for the past 40 years. It has been fun, and I've met a lot of people and made many new friends.

Over those 40 years, I've bought and sold thousands of new and old trains, while learning a lot about the model train hobby. And I've attended hundreds of events, topped off by the "Mother of All Train Shows" – the York meet held twice a year in York, Pa., and organized by the Eastern Division of the Train Collectors Association.

The experience has been like a never-ending party.

Many new folks have entered the train hobby during these years, and I love to watch them grow into fine train collectors.

I opened my train store, The Underground Railroad Shoppe, in 1985 and still operate it. The store is yet another place where I meet folks entering the hobby.

I have shared many stories with these customers and come to know them personally. I have shared their happiness as well as their tears during these days.

It has been a good run for me, and I hope there's more to come.

It isn't too late to join this hobby, because, to me, there is none better.

Train prices are all over the board. You can get a lot more for your money now than in recent years. Tables at train show tables are being filled by a lot of folks eager to thin their collections by selling trains at very reasonable prices. In fact, a lot of collectors are becoming dealers and renting tables at the various train shows.

These new dealers are good for the hobby. They put many new trains into the hands of potential collectors.

Sales are also flourishing on eBay and other Internet websites, and there are an incredible number of items to choose from. However, you must be careful when buying by mail. Always refer to the feedback for any potential seller and read the listing carefully.

New hobbyists can check out train shows, train shops, online auctions, and mail-order sales to supply their wish lists for the different items they want to add to their collection.

Auctions are another good way to buy trains. I always enjoy going to a live auction where you can see and examine what you want to purchase.

Previewing the items before the auction is a lot of fun. The action during the sale is enjoyable and interesting. There is nothing like a good live auction. The auctioneer usually puts on a good show. This adds to the fun of the hobby.

Many train collections are entering the market for various reasons. A lot of collectors have passed on, and their families are selling their trains. Other collectors are downsizing their present living circumstances, and many of their trains have to be sold. This opens up new opportunities for the recent collectors to share the hobby.

This October, the York train meet is scheduled to resume after missing three meets during the past 18 months due to the pandemic.

Come to York and join the party. It's not too late!

Keep searchin'. CTT

LOU PALUMBO, the owner of the Underground Railroad Shoppe in New Castle, Pa., writes this exclusive column for *Classic Toy Trains*. He can be reached at 1906 Wilmington Rd., New Castle, PA 16105 or by email at trainplum@yahoo.com

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Nov 27-28 Collinsville, IL - Gateway Center
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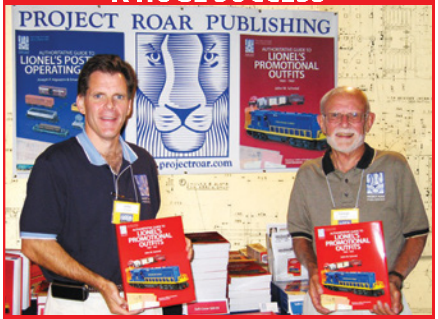

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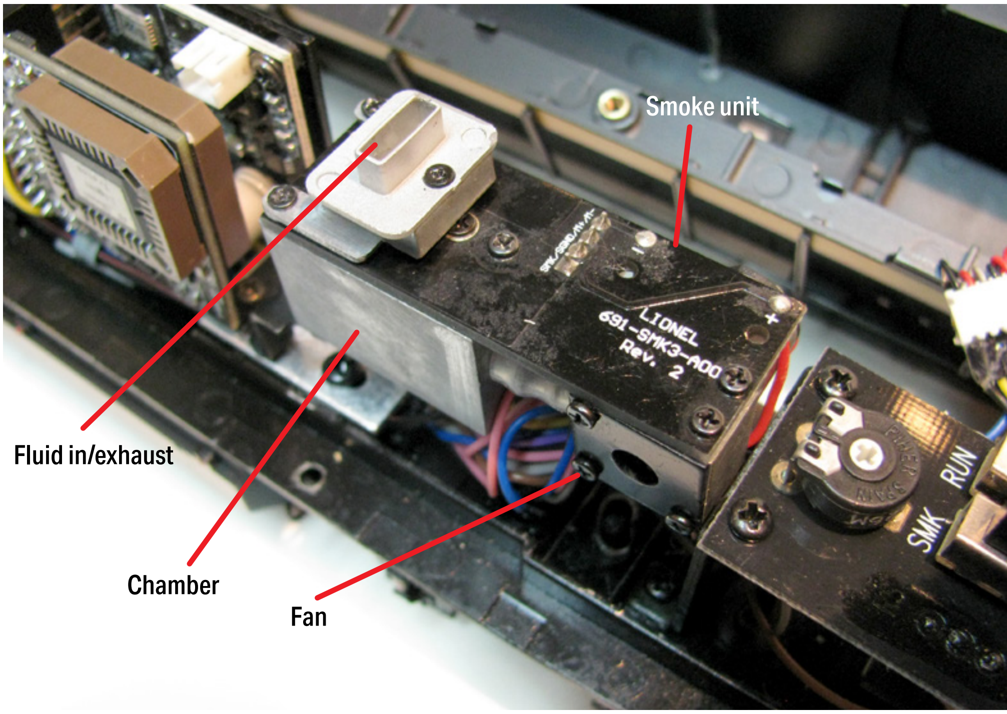
WITH BILL CLARK

New column!

No smoke

But the problem lit a fire under me to fix the unit



After taking the shell off the U33C locomotive, I could get at the smoke unit to fix it.

I HAVE 14 AMERICAN FLYER BY LIONEL STEAM AND DIESEL locomotives that have fan-driven smoke units. They are all Legacy engines, except for three FlyerChief steam engines. Years ago I learned how to repair these engines when the volume of smoke fell to little or nothing. I'd like to share with you how I did it.

I first learned this fix when I called Lionel and talked with a repair technician about a problem I was having with a General Electric U33C diesel. He told me one of the problems could be that the smoke unit's batting had become charred at the heating coil in the smoke unit.

Time for some DIY

Since the engine was out of its warranty period, I decided to disassemble it and have a look. It wasn't a difficult process with this locomotive. All that's needed is to carefully take off the engine's body shell by removing the Phillips-head screws from the underside of the chassis.

Because the engine shell is connected by a number of electrical wires, I had to carefully place it beside the chassis. When you're done with that step, you can easily see the smoke unit with its fan motor and smoke chamber.

There are small Phillips-head screws on top of the smoke chamber that hold the top in place. These need to be removed very carefully because of their size. I used a computer screwdriver because it fit the small screws best.

Once the screws have been taken out, you can lift off the lid to see the smoke unit's heating coil with the batting or cotton-like media underneath.

Burnt batting was the problem.

Please be aware that there is a gasket for the cover and you need to be careful not to tear it.

Yep, it's burnt

With the top off I used a small screwdriver to separate the batting from the heating coil. Sure enough, it was charred.

I took it out and removed the burnt area. There was still plenty of clean and functional batting left.

I carefully put what was left of the batting back in the smoke unit, leaving space in front of where the air flows from the fan so it could blow the smoke through the smoke chamber and out the stack.

Then I checked the gasket on the smoke chamber before replacing the lid and adding smoke fluid.

Before I put the engine shell back on the chassis, I tested the unit o see if my repair had succeeded. The results were mixed at first. I had to remove the lid and adjust the batting several times before I got it right.

At last I had it smoking well. I put the shell back on the chassis, making sure all the wires were in place. I put the U33C diesel on the track, and ran it. Once again I was satisfied the smoke production.

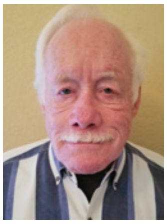
Assuming this problem would recur at some point, I decided to order some replacement batting. It can be ordered from Lionelsupport.com; the part number is 691SMKP008. It's Fiberglass, so always wear nitrile gloves while handling it.

Following my experience with the U33C, I proceeded to do the same repair on other diesel and steam engines, including a Y3 and a Challenger.

Disassembly of the steam engines to reach the smoke unit is more complicated. Still, once you figure out the process the rest is largely the same as with the diesels.

The same repairs also work on modern O gauge Lionel diesels, too!

This method won't fix every engine's smoke problems, as sometimes the issues are electrical. But checking the wick or batting is a relatively easy process and for me has eliminated 90 percent of my smoke issues. CTT



Bill Clark has written features and reviews for S Gaugian *magazine. He operates vintage and modern equipment from American Flyer and other manufacturers.*

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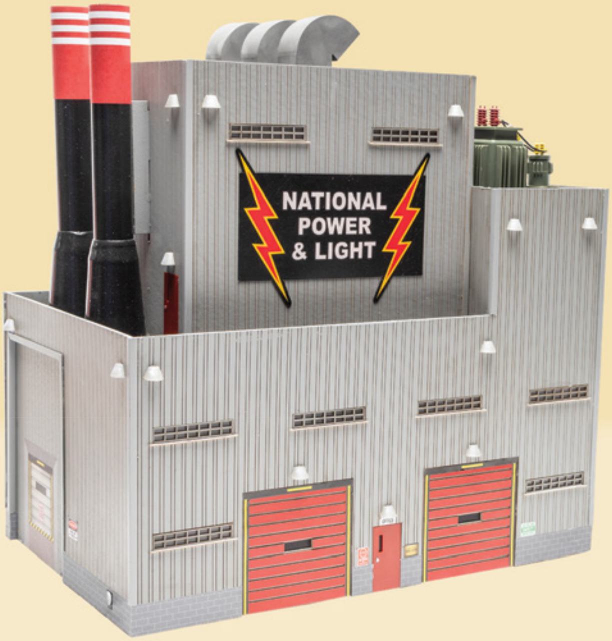
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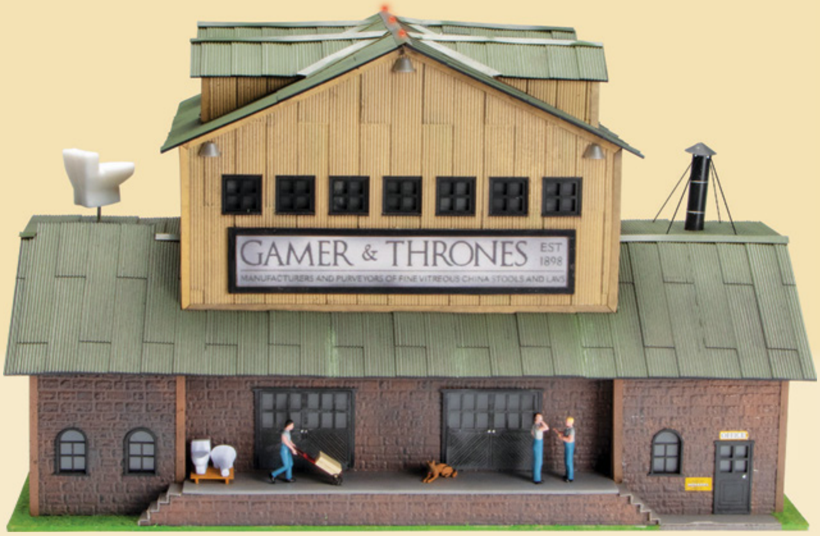
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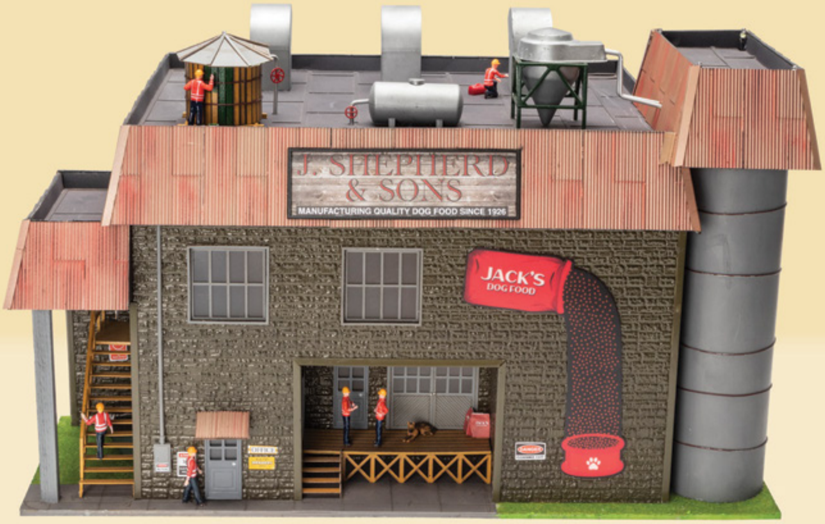
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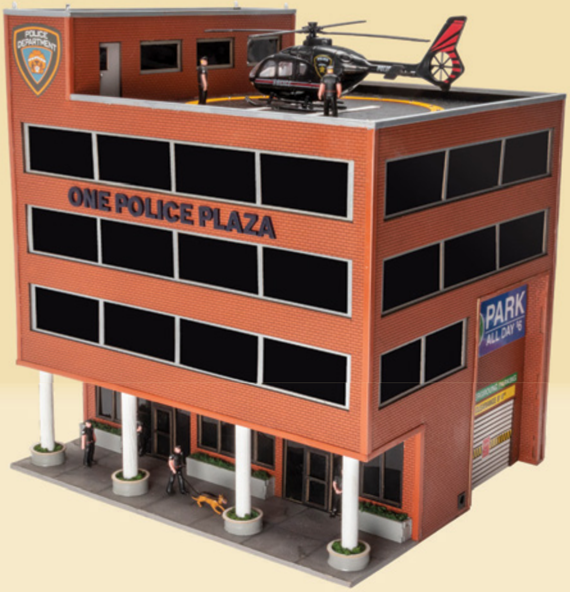
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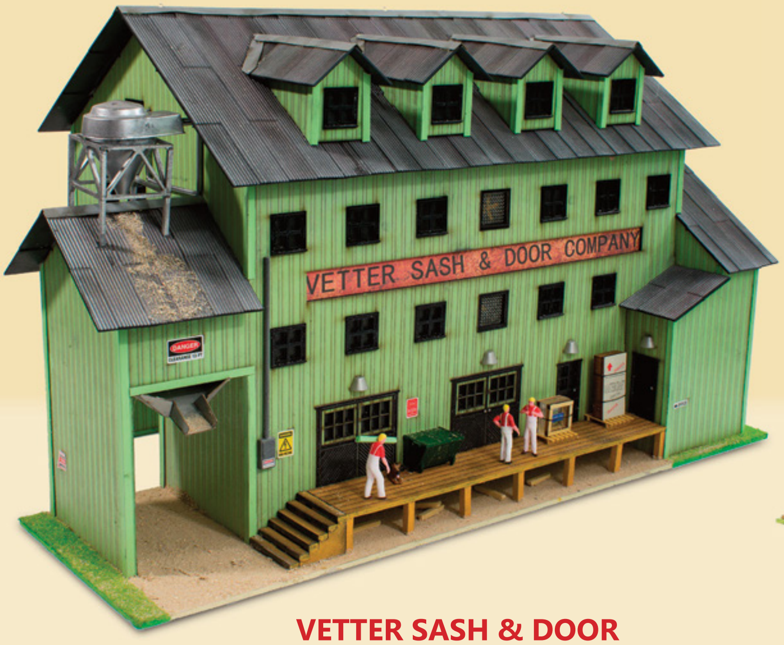
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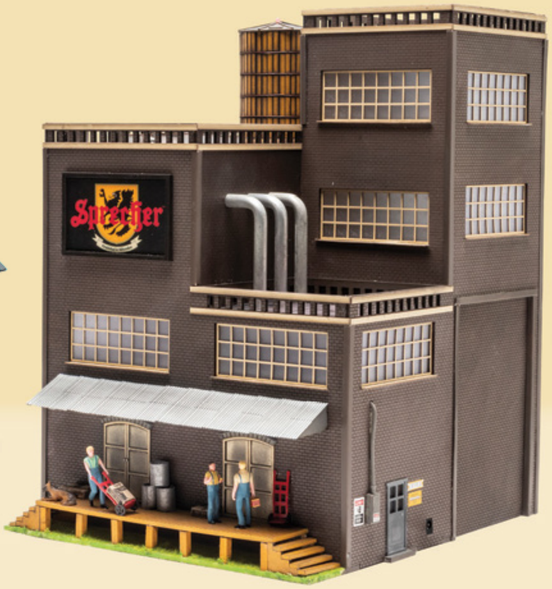

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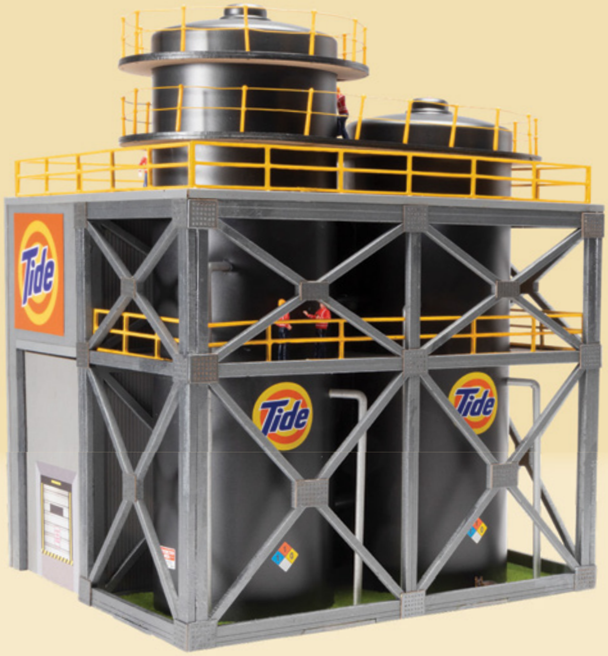
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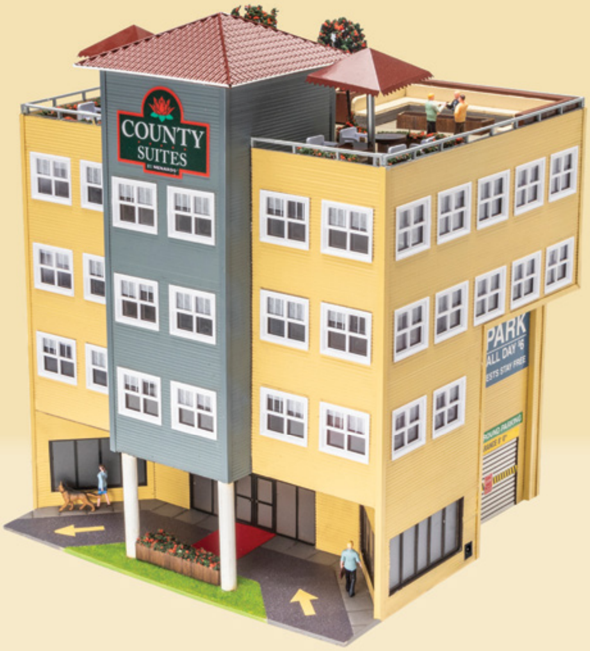
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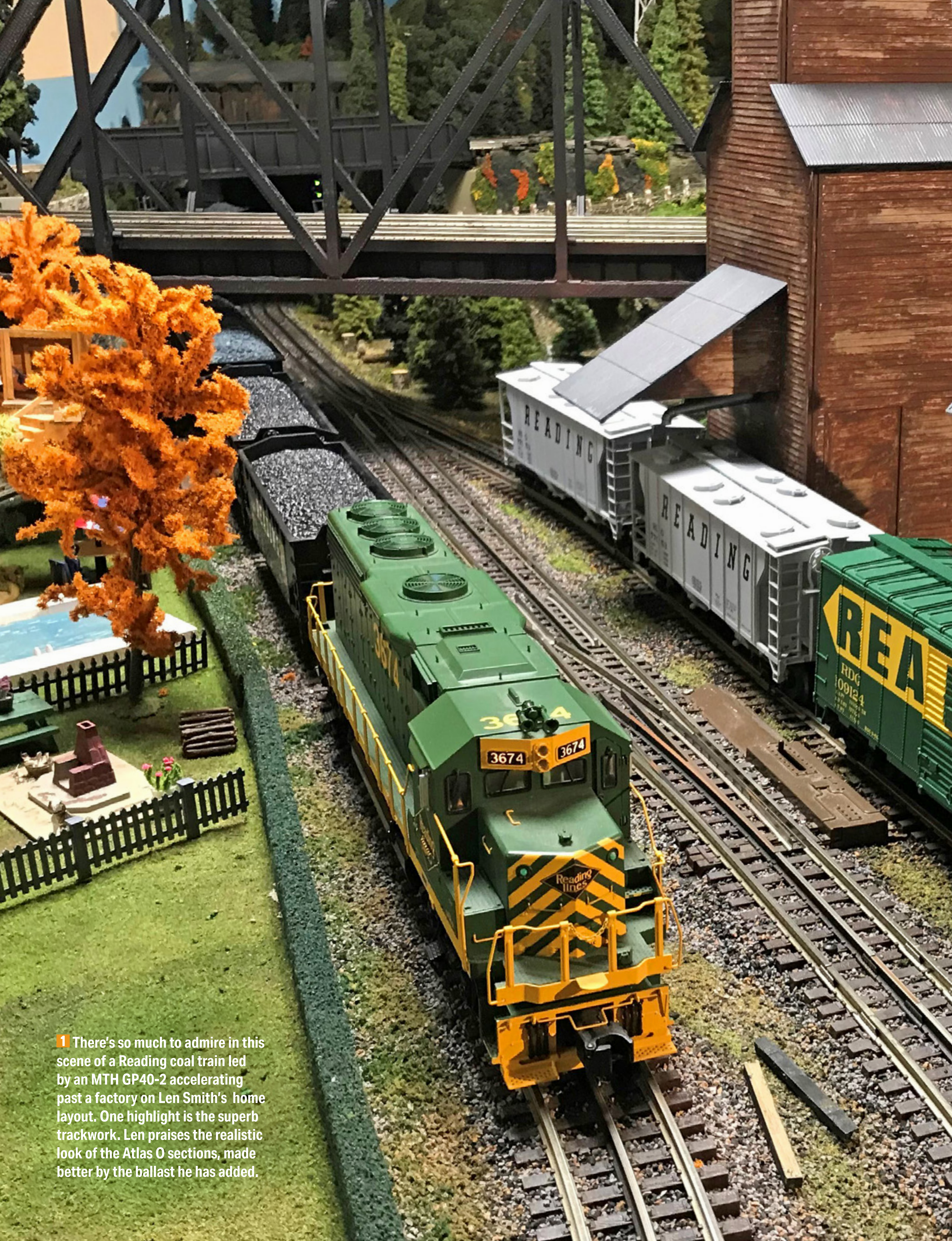
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Reading lines
READING
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109124

1 There's so much to admire in this scene of a Reading coal train led by an MTH GP40-2 accelerating past a factory on Len Smith's home layout. One highlight is the superb trackwork. Len praises the realistic look of the Atlas O sections, made better by the ballast he has added.

ING
RDG109124

TAKE A RIDE ON THE O GAUGE READING

A three-rail tribute to a fallen flag

STORY BY ROGER CARP

Photos by Rob Danner

Len Smith, whose O gauge layout pays tribute to the Reading, likes to ask viewers how they first discovered his favorite among the fallen flags of postwar America.

People who had grown up in Pennsylvania or New Jersey after World War II might have glimpsed a Reading freight train carrying anthracite coal or maybe ridden a Reading streamliner into Philadelphia. Anyone who, like Len, had played with American Flyer trains as a kid might recall his or her S gauge set including an Atlantic steam engine and tender or a little caboose marked for the Reading.

Then Len concedes the inevitable point: "Most people remember the Reading because it was one of the four railroads on the Monopoly board." He's right. Only because the railroad served Atlantic City, the locale of the famous board game, did millions of baby boomers "Take a ride on the Reading." Len's 24 x 27-foot display offers a tour of that well-publicized line.

Dual-gauge in the attic

Len hardly required a Monopoly set to understand the importance of the old Reading Co. Marvin Gardens and Waterworks might have baffled him as a kid, but the presence and activity of the Reading,

2 A yard dominates a portion of the 24 x 27-foot G-shaped display. It's not unusual to find Reading and Lehigh Valley road diesels like these MTH units parked and ready to go.

with its diesels painted a distinctive shade of green and its hoppers transporting tons of coal, were not mysteries while he came of age in Morgantown, Pa.

The fact that Len's top train as a boy was a Flyer freight might also have been responsible for reinforcing the prominence of the Reading to him. He and his brother, Bruce, collaborated with their father on an around-the-walls dual-gauge model railroad in the family attic. Sheets of plywood were reinforced along the perimeter of the dank room. Then Len became chief executive of the S gauge network serving as the outermost loop. His brother handled the O gauge line with switches put inside the two-rail route.

Before long, Len and his brother, Bruce, were collaborating with their father on an around-the-walls dual-gauge model railroad in the family attic.

Still not sure

By the time Len reached adolescence, he was familiar with the different advantages and shortcomings of both S and O gauge. When he did return to the hobby, where he might end up was really an open-ended question.

Swaying his response was a major event in the life of his hometown: the opening of a hobby store by the late Norm Rhoads in the 1970s. An enthusiastic advocate for model railroading, Norm rekindled Len's passion for miniature trains by showing him the HO scale layout in Norm's shop.

Len decided to construct an HO layout at home. His wife, Lana, failed to understand what the fuss was about, but would never stand in the way of her husband. Neither would their children, Brad and Kristin. So, Len was free to move forward and create an HO railroad.

Good as the layout seemed to be, something was missing for Len. He just sensed the trains ought to be bigger and run on track with three rails and not two. Before too many years had passed, he had torn down the HO layout and taken the first steps toward constructing what would be the very first O gauge model railroad he could claim as his own. Lionel trains reigned supreme on it.

Different roads

Len agrees that it's rather funny how Norm Rhoads, a fellow whose last name suggested streets or highways, did much to influence his involvement with trains. Norm's influence was felt again when he invited Len and three friends to help build an O gauge layout in his basement.

Later still, roads of a different kind would have an even greater impact on Len and his family while strengthening his commitment to model railroading.

The small town where Len had come of age and then settled has long been dominated by the Pennsylvania Turnpike. So just imagine how Len and Lana felt when the commission overseeing that thoroughfare made an offer on their home!

Len admits, "It was tough having to leave." He had been making progress on a 14 x 20-foot O gauge railroad. Track was in place, and scenery and structures were nearly complete. Now, it would be gone!

Len is quick to thank his wife and children for encouraging him to design and build a large O gauge railroad that helped him remember the Reading Co. from his youth.

Perhaps the chief consolation for Len came after Lana and he had finally found a new place to call home. The key attraction for him was the large and clean basement there, perfect for another 3-rail display.

Lana, realizing how important the opportunity to build a new O gauge layout would be for her husband, generously turned over much of the open area downstairs to him. She and their children became Len's loudest cheerleaders.

No hesitation

Maybe because the process of being uprooted from their longtime home was fairly traumatic, Len had no wish to delay launching work on a new railroad. There didn't seem to be any benefits to waiting, even if he might have devoted the time to reading more hobby publications and accumulating more planning ideas.

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AT A GLANCE

Name: Len Smith's O gauge layout

Dimensions: 24 x 27 feet

Track and switches: Atlas O (diameters range from 54 to 99 inches)

Motive power: Atlas O, Lionel, MTH

Rolling stock: Atlas O, K-Line, Lionel, MTH, Weaver

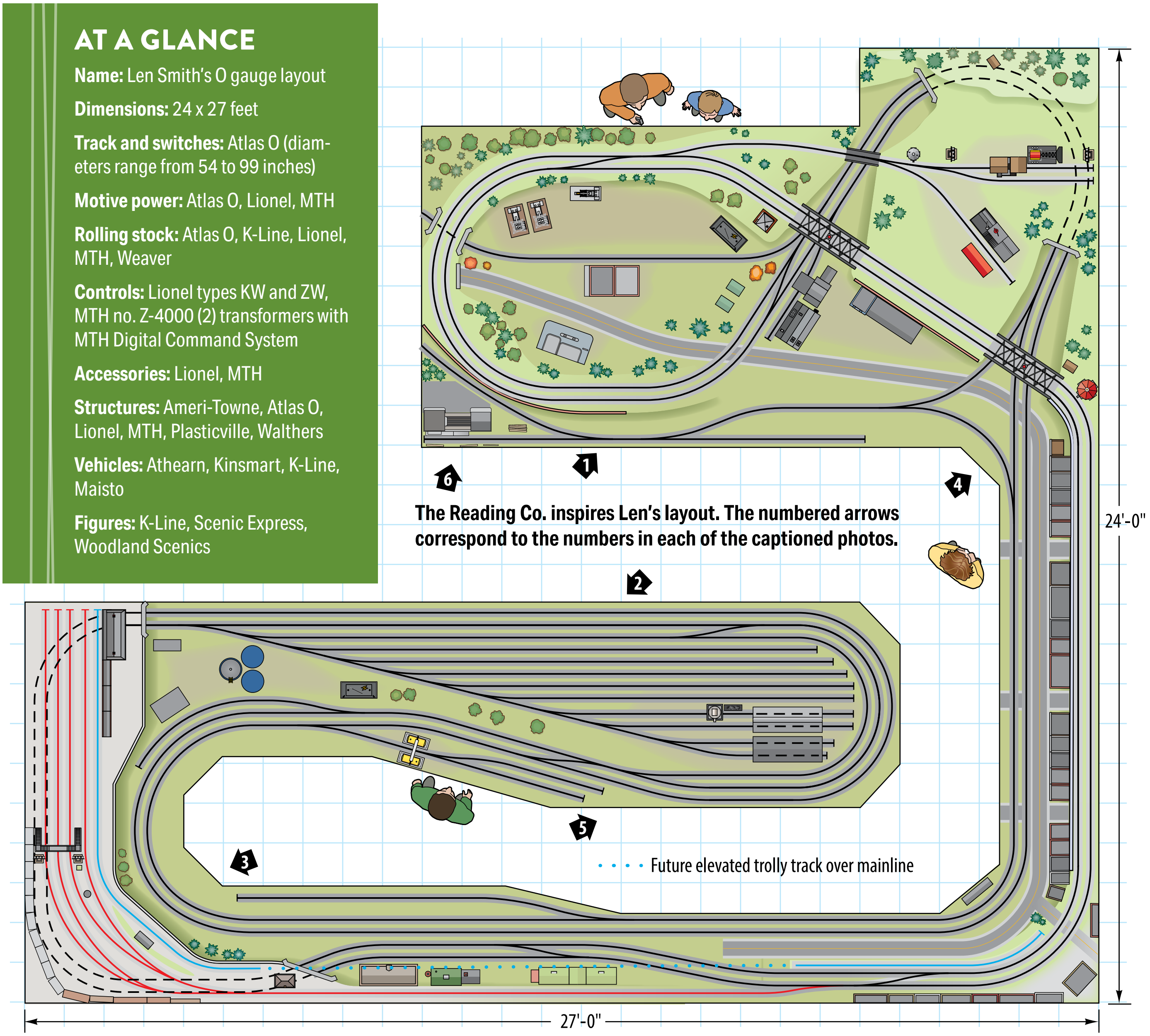
Controls: Lionel types KW and ZW, MTH no. Z-4000 (2) transformers with MTH Digital Command System

Accessories: Lionel, MTH

Structures: Ameri-Towne, Atlas O, Lionel, MTH, Plasticville, Walthers

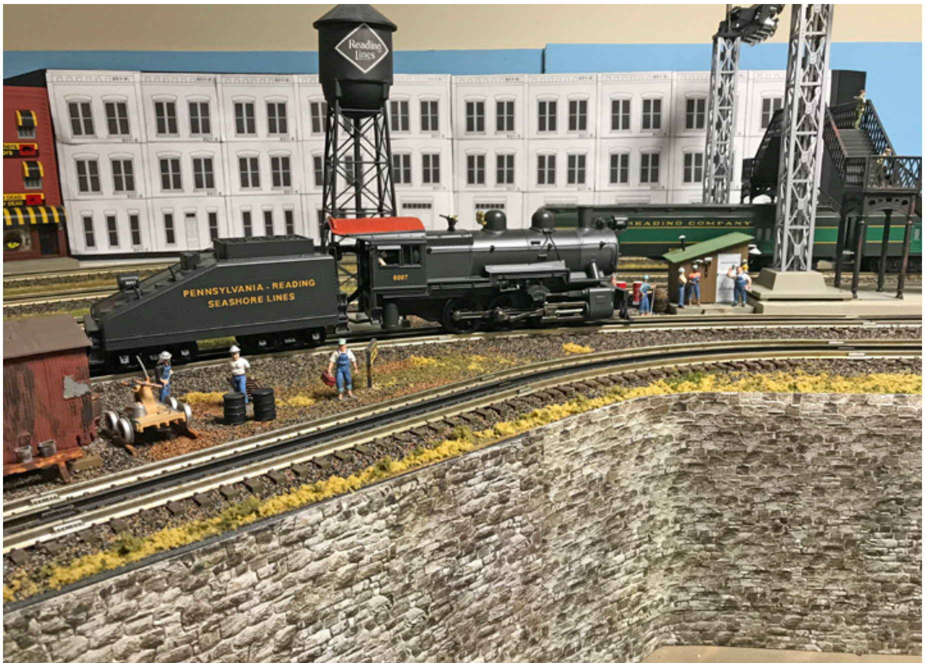
Vehicles: Athearn, Kinsmart, K-Line, Maisto

Figures: K-Line, Scenic Express, Woodland Scenics



The Reading Co. inspires Len's layout. The numbered arrows correspond to the numbers in each of the captioned photos.

Illustration by Kellie Jaeger



3 The Pennsylvania-Reading Seashore Lines 0-6-0 steam switcher may look bright and shiny now, but after a few weeks of moving Reading passenger cars around the yard the elements will leave it looking grimy. The model is an MTH addition.

Besides, Len had an increasingly firm sense of what he wanted to emphasize on the new layout. He envisioned fashioning detailed scenes reminiscent of what he had observed and even experienced as a youngster. His friend Rob Danner encouraged him and assisted with the design.

Memories of towns in the Keystone State served by once-great railroads fascinated Len. Mental images of life in the 1950s and '60s would guide Len as he

2124
READING
MRBX 272
REFRIGERATOR
Reach for... Reading
COUNTY JAIL
READING
273

4 **You should be able to identify Len's favorite railroad after looking at the road names on the MTH steam engine on the upper level and the MTH F7 diesel entering town below. Still stumped? Check out the brand of beer advertised on the billboard!**

sought to replicate the lines that had brought coal to various industries. The mix of coal and railroads opened the door for Len to model the Reading Co.

Getting down to work meant erecting open-grid and cookie-cutter types of benchwork to support the solid foundation. Len fashioned out of 2 x 3s and 2 x 4s the elementary framework supporting the sections of ¾-inch-thick plywood.

Cork roadbed went on next, followed by smooth networks of O gauge track made by Atlas O. The realistic appearance, notably the contour of the metal rails and the wood ties, greatly appealed to Len.

Satisfaction with what Atlas O offered extended to its turnouts. Len went with that brand and operated the switches with machines from Atlas. As a final note, he pointed out his reliance on momentary push buttons for activating them.

Hills are alive

Modeling the landforms of the Keystone State began with Len and Rob carving pieces of pink extruded insulation foam until they had the shapes and contours desired. They compared their handiwork against what they saw in photographs as well as what Len remembered observing.

Once satisfied with the foundation, Len glued the pieces in place and then prepared to color them. He relied on flat shades of commercial brown paint.

While the covering was still wet, Len sprinkled on textures and hues of grasses from Scenic Express and Woodland Scenics. He glued hedges from Noch and bushes from Woodland Scenics. In a few spots, he substituted medium and coarse types of ballast from the latter firm.

Trees were essential, and Len refused to skimp on them. He selected a wide assortment of miniature trees put out by Grand Central, Scenic Express, and Woodland Scenics. He also fabricated some of his own trees using goldenrod.

Another realistic scenic effect was a small pond. Len carved out the bottom from the extruded insulation foam and then painted. "Woodland Scenics puts out some excellent materials for modeling water," he explained, "and I've made good use of what they sell. Then I add debris."

Finally, there were the roads. Black roofing material, which contractors insert beneath wood shingles, served as an easy method for making rural highways and urban streets. Len finished by pressing automotive pinstriping on the simulated blacktop. Both the yellow and white stripes looked fantastic for the dozens of vehicles.

Mental images of life in the 1950s and '60s would guide Len as he sought to replicate the lines that had brought coal to various industries.

Take a smooth ride

Turning over the Chance card in Monopoly instructing you to "Take a ride on the Reading" suggested to Len that passenger service must be the best. Besides laying the track with care, he and two hobby buddies (Bob Berkley and Bill Sharman) made sure to wire everything correctly.

Len started by installing two no. Z-4000 transformers from MTH. They were going to handle the trains while vintage Lionel power sources (types KW and ZW from the postwar era) would take care of the juice needed by Lionel and MTH block signals, crossing gates, highway flashers, signal bridges, and street and yard lights being planned by Len.

Designating a couple of powerful MTH transformers for the trains made good sense to Len for two primary reasons. First, the vast majority of his motive power came from the MTH cataloged line. Second, he was intending to install the Digital

Command System pioneered by MTH as his mode of command control.

As Len described it, his layout featured a block system to run the track and various signals. There were 28 blocks on the main lines and sidings. All of them used detectors from Dallee Electronics. "Blocks are used," Len stated, "for signaling and so were controlled through a Track Interface Unit (TIU) by MTH."

Feeder wires reached each and every one of the blocks. Len opted for 18-gauge wire for that purpose. Thinner 22-gauge handled the connections to light up the structures and carry current to illuminate various lights, signals, and lamps.

In retrospect, Len considers the ease and consistency of operating all the trains as a tribute to what he had learned during long conversations with Norm Rhoads. Putting that information into practice on the O gauge layout built at Norm's home made so much of the wiring easier for Len and his friends many years later.

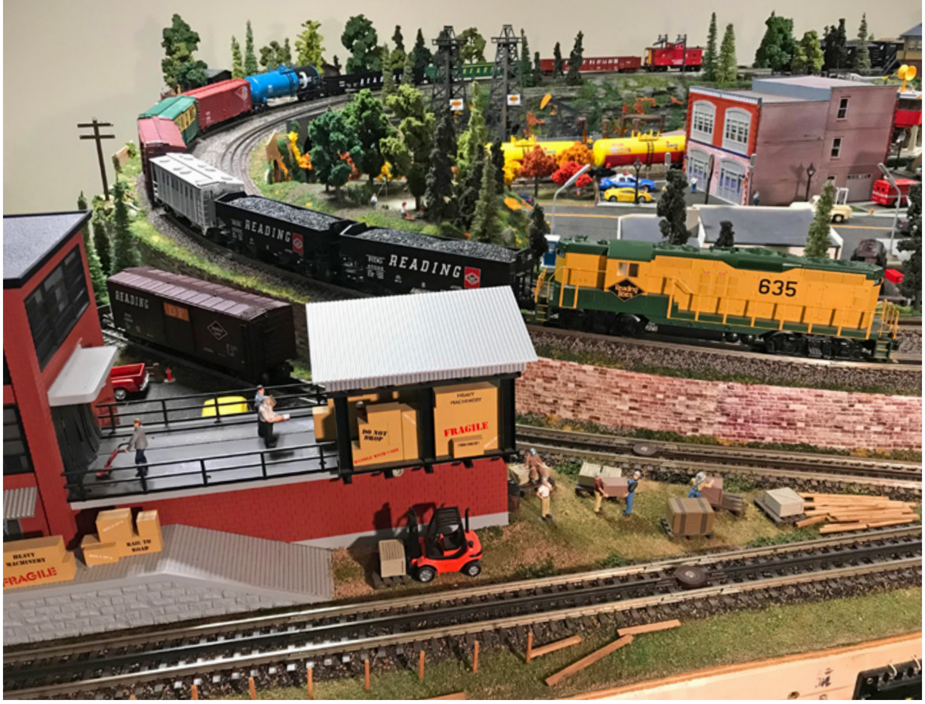
Plan and be flexible

Having a plan proved to be crucial for Len. He studied every aspect before launching construction on his O gauge Reading layout. "You can't assess each stage of work enough," he declared. "My friends and I investigated the electronics and scenery in depth and made sure the wiring for the blocks was absolutely correct."

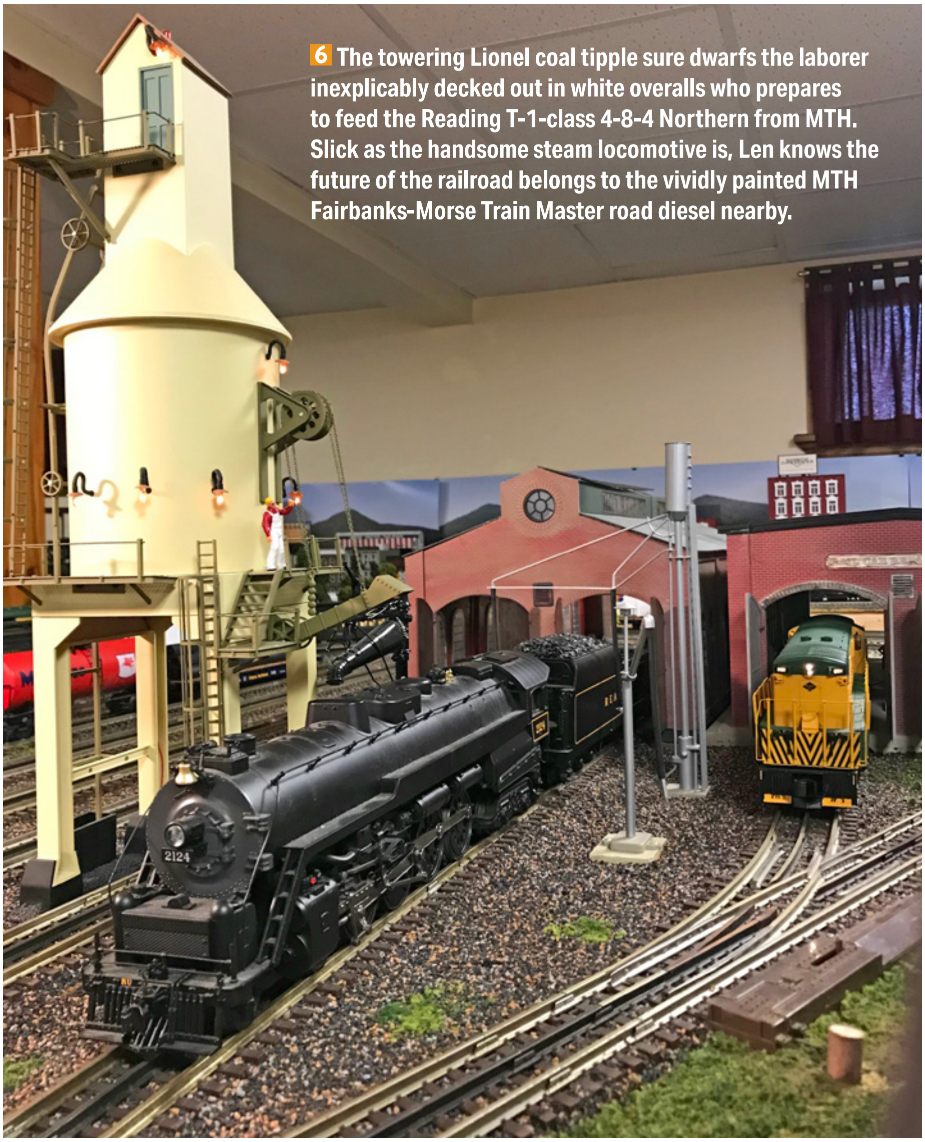
Then Len quickly adds with a slight laugh, "But no plan is perfect, which is why you have to stay flexible!" No matter how much preparation you do and how many potential problems you try to anticipate, stuff will arise that challenges you. That happened fairly often, and we had to stay focused and confident."

Just relax and get ready to make a few changes. "Flexibility is vitally important," Len said. "There's nothing wrong with taking your time, looking at all your options, and proceeding with a relaxed attitude. Be sure to get friends involved," he advised. "You want to do everything you can to have plenty of fun and laugh."

Each stage of construction has turned out to be more enjoyable than Len had thought possible, even scenery. He looks ahead to modifying the main town on his layout, its downtown, in particular. Widening the diameters of the main lines sounds as though it will also be a priority. Until then, however, Len vows to keep finding enjoyment and sharing the fun of riding on the Reading. CTT

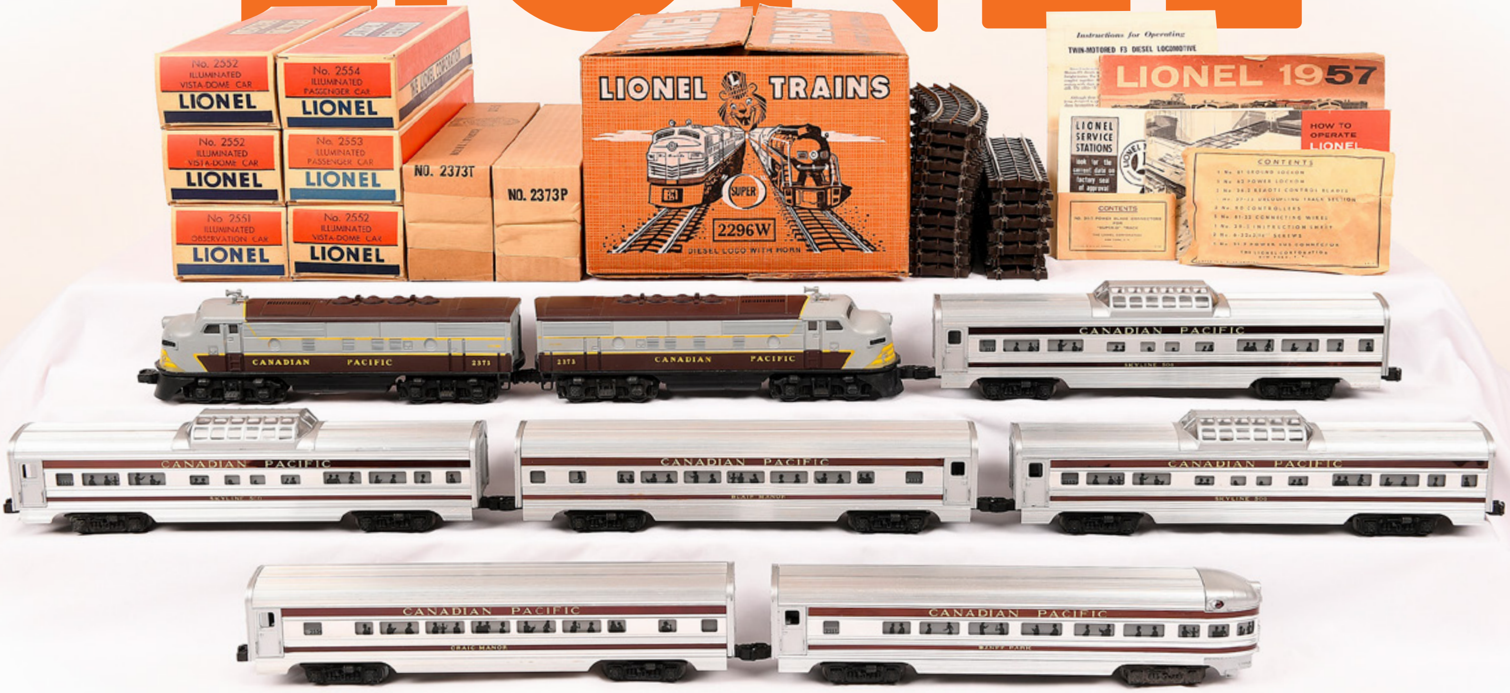


5 A long Reading freight train headed by an MTH GP7 whips around the sharp curve at one end. Amid the detailed and realistic landscaping Len finished, he has incorporated a handful of classic operating accessories, including several he remembered from his youth.



6 The towering Lionel coal tipple sure dwarfs the laborer inexplicably decked out in white overalls who prepares to feed the Reading T-1-class 4-8-4 Northern from MTH. Slick as the handsome steam locomotive is, Len knows the future of the railroad belongs to the vividly painted MTH Fairbanks-Morse Train Master road diesel nearby.

TRUE STUDENT OF ALL THINGS LIONEL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CANADIAN PACIFIC

Trains and documents fascinate George Schmid

STORY BY ROGER CARP ◎ Photos by John Schmid /© Project Roar Publishing LLC

Every toy train enthusiast will admit to having favorites among the dozens or possibly the thousands of items he or she owns. Certain sets, locomotives, or accessories – whatever the reason – absolutely rise above all the others. They may have a connection to childhood. Or they may be what drew him or her back to the hobby. Whatever their history, these special items entrance and mesmerize.

George Schmid, who is passionate about every aspect of Lionel's history and production, attests to how a few sets can capture you forever. Three of the most important sets in his collection have woven a spell over him. As George explains, each of those highly desirable sets epitomizes the greatness of Lionel's engineering and marketing during its postwar heyday. As important, each of these sets brings to mind something meaningful in his personal and family life, especially his close relationship with his son and fellow Lionel maven, John.

Sometime in the future, *Classic Toy Trains* will turn its spotlight on John. For now, however, our attention will be directed toward his father. George exemplifies what it means to care about and immerse yourself in all things Lionel.

Late arrival

Admiring the cataloged and promotional outfits belonging to George can easily leave the impression he's been devoting time and resources into developing one of the truly magnificent collections of Lionel trains since he first put on long pants. Knowing George was born before the onset of World War II, an observer might

Outfit no. 2296W, with its Canadian Pacific F3 diesels and matching Vista-Dome and observation cars, motivated George Schmid to build one of the greatest Lionel collections. He upgraded his sets and added the separate-sale coaches to create this magnificent train.

suppose his initial train was an O scale Hudson pulling detailed freight cars or Rail Chief streamliners, and that it's been nothing but the very best ever since.

Modest in every respect, George quickly interrupts to tone down your assumptions and pull you back to earth. Honesty compels him to point out how class work and stamp collecting preoccupied him during his years in elementary school and nearly into high school. There were no toy trains at home.

Then at Christmas of 1950, George entered the wonderful world of Lionel modeling. For reasons he doesn't know, his father brought home an O gauge steam freight set not long before George graduated from middle school.

The intricacies of the electrical marvel – with Magne-Traction and smoke – captivated George. He had to investigate how the locomotive worked and how long a train it could pull. He eventually constructed a layout and routinely added to his roster of rolling stock every Christmas through the end of high school.

Then he went off to college. George focused on studying to become an accountant. Lionel trains weren't forgotten or dismissed, but he had no desire to let them dominate his leisure hours. Or what little free time he had during years devoted to learning calculus, business administration, statistics, and other fields.

First love

In 1957, right after completing his degree and being hired at a prestigious accounting firm in his hometown of Chicago, George fell in love. No, he adds with a smile, not with the lovely Jean, whom he wouldn't marry until five years later. George describes something else sleek and elegant catching his eye one day.

George talks about the immediate impact a classic diesel passenger train making its debut in the Lionel catalog for 1957 had on him. Not surprisingly, his appreciation of the finest, most beautiful things in life led him to the no. 2296W Super O Canadian Pacific outfit offered that year only.

From the moment that George saw the components of the set on display in a local store, he felt driven to bring them home. With what he recalls as his first substantial paycheck, he paid for the striking powered and non-powered F3 A units and the streamlined Vista-Dome cars and observation available with them.

The owner of the store had broken up a cataloged set, so the highly desirable outfit box wasn't available. George scarcely minded, just as long as he could buy the individual passenger cars and their two separate-sale offshoots.

In the Schmid family, George is known as "Grandpa Choo-Choo." The grandkids naturally called Jean "Grandma Choo-Choo." She supported her husband's passion for Lionel trains and encouraged him to build layouts.

All but hypnotized by what designers had created for the top-of-the-line outfit of 1957, George stumbled home with his pristine Canadian Pacific diesels and streamliners. Then he arranged a loop of track on the floor and began to run them in a careful and thoughtful manner. Suddenly, the greatness of Lionel became apparent. George likely came away feeling he had found a mission in life.

'Grandpa Choo-Choo'

The decades to follow saw George marry Jean and start a family, He would also distinguish himself professionally while gradually yet steadily developing a superb collection of Lionel trains from the postwar and modern eras.

Then at Christmas of 1950, George entered the wonderful world of Lionel modeling.

Always at the top of George's list of favorites during the 1960s and '70s remained his Canadian Pacific outfit. Does anyone ever forget their first love?

Not too far below were the various Santa Fe F3 diesels in their dazzling warbonnet colors. The O gauge trains absent from George's childhood would become everyday sights for his daughters, Kathleen and Christine, and his son, John.

So strong was George's interest in Lionel that he never despaired when the original Lionel Corp. licensed the rights to manufacture and market its trains to General Mills in 1969. Some folks might consider O gauge products of the 1970s beneath their consideration, but George fostered a strong liking for them all.

John remembers his dad accumulating boxed sets throughout the 1970s. The two of them built layouts at home, and the trains tightened the bonds between them. They attended local shows, where new trains plus collectibles from the past were available. Little by little, George built a large and impressive collection.

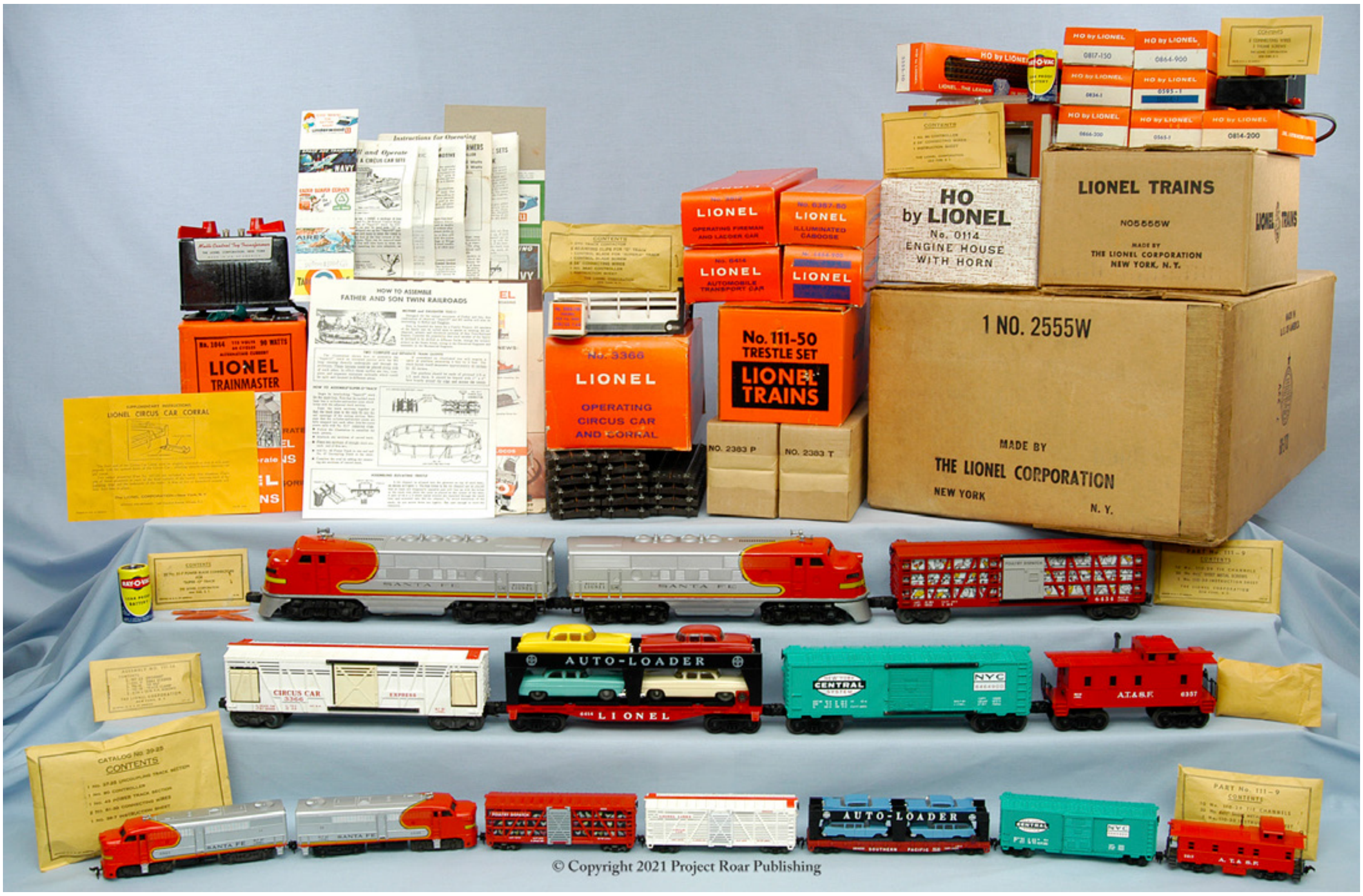
Eventually, Kathy and John each married and began bringing their young children to George and Jean's home on weekends. Once out of their car seats and safely inside, all the youngsters begged to watch the Lionel trains perform on the impressive 16 x 23-foot three-rail layout filling an addition to the Schmids' home.

"Grandpa Choo-Choo," as they lovingly called George, was more than happy to oblige. He had a blast running the O gauge trains for his grandchildren while Jean, affectionately called "Grandma Choo-Choo," offered wonderful encouragement. She made sure kids on the block were invited to join in the fun.

George and Jean undoubtedly hooked members of a younger generation on the joys of Lionel railroading. Their generosity and kindness, not to mention the swift trains and magical accessories, made their home popular with the boys and girls in the neighborhood.

Into the stratosphere

Life with Lionel trains was pretty good for George as the 21st century dawned. He continued to add desirable examples of Lionel sets and locomotives to his collection. He had even picked up what he later



One of George's treasures is this stunning example of the no. 2555W "Twin Railroad Empire" – a Super O Santa Fe F3 diesel freight paired with a virtually identical HO version. Owning all the original packaging in pristine condition makes this item from 1960 one of his all-time favorites.

found out was a Lionel 8 x 8-foot Super O dealer display layout from 1960. Not too many collectors ever chance upon one of those gems. Best of all, John had never stopped sharing the hobby with him.

But not until November of 2001 did the father-and-son team elevate their collection into the stratosphere. They did so in one bold step on a Saturday in Indiana.

George was one among several notable postwar enthusiasts thrilled by the news that Richard Kughn, the former owner of Lionel Trains Inc. and himself a highly respected collector, had decided to liquidate his vast holdings. Pristine models, engineering mock-ups, and scarce postwar variations went to auction.

Among the mysterious items at Stout Auctions was a group of loose-leaf binders packed with sheets detailing the contents of promotional outfits Lionel had assembled at the request of customers between 1960 and 1966. Documented as well were the quantities of each set and instructions for packing items included. Collectors long frustrated by information they feared lost suddenly had it at hand.

Hearing about what was being offered led George to confer with John before making a commitment. They understood the ultimate value of the information and were determined to outbid their peers to obtain the notebooks.

> He was looking for a way to give back to the community of toy train collectors that for so long had provided friendship and enjoyment to the two of them.

John understood his father's rationale. George had no wish to horde the documents or disperse the valuable information in small amounts for a profit. To the contrary, he was looking for a way to give back to the community of toy train collectors that for so long had provided friendship and enjoyment to the two of them.

George and John settled on a plan that helped their fellow collectors while at the same time strengthening their bond. They decided to share the contents of the binders by publishing the information. They would do so by launching a new enterprise named Project Roar Publishing LLC for the purpose of printing and distributing a volume about promotional outfits.

First, however, George and John intended to supplement what they learned from the thousands of original documents with data about actual promotional sets as well as the specified purchasers. The task was monumental and would require the father and son to pursue surviving outfits, especially boxes, and study them.

Now a historian

For half a century, starting on the day that George purchased the first of many Canadian Pacific sets, he was a collector. Trains mattered most to him. Buying them, usually to operate to amuse his kids and grandchildren, was paramount.

But George's view of Lionel and its toy trains changed the day John and he drove home with the notebooks in the trunk of their car. From a collector and operator of disparate sets George became a historian, a chronicler of the most important manufacturer of electric trains in America. He sought to learn all about how Lionel had designed, produced, and marketed its toys.

Winning the auction was merely the first step of a long, time-consuming, and expensive journey. George and John realized they needed to do a tremendous amount of research on promotional outfits. Years of travel and study ensued.

George doggedly chased after every Lionel promotional set ever put on the market. He contacted other postwar experts, eager to pick their brains and examine the uncataloged outfits and models they owned. John, of course, helped at every step of the way, and Christine tracked down information about the retailers as well as the drawings showing how outfits were packed.

Finally in 2007, George and John announced the completion of a book that has since transformed the hobby. *Authoritative Guide to Lionel's Promotional Outfits, 1960-1969* featured detailed descriptions of more than 800 promotional sets. Additionally, the 848-page hardbound book contained hundreds of full-color photographs of the train sets that had puzzled and intrigued collectors for so long.

Lionel enthusiasts moved rapidly to buy copies of the book. Members of the publishing industry honored the attractive and easy-to-use guide with awards.

Project Roar Publishing LLC, lauded by postwar collectors, moved forward by bringing out additional in-depth studies of Lionel, notably its postwar operating cars and its various manufacturing sites. The new volumes benefited from the trove of original documents George and John had acquired. Never before had the history of Lionel been so thoroughly and insightfully studied and analyzed.

1960 BOOK 1 OF 2
1960 BOOK 2 OF 2

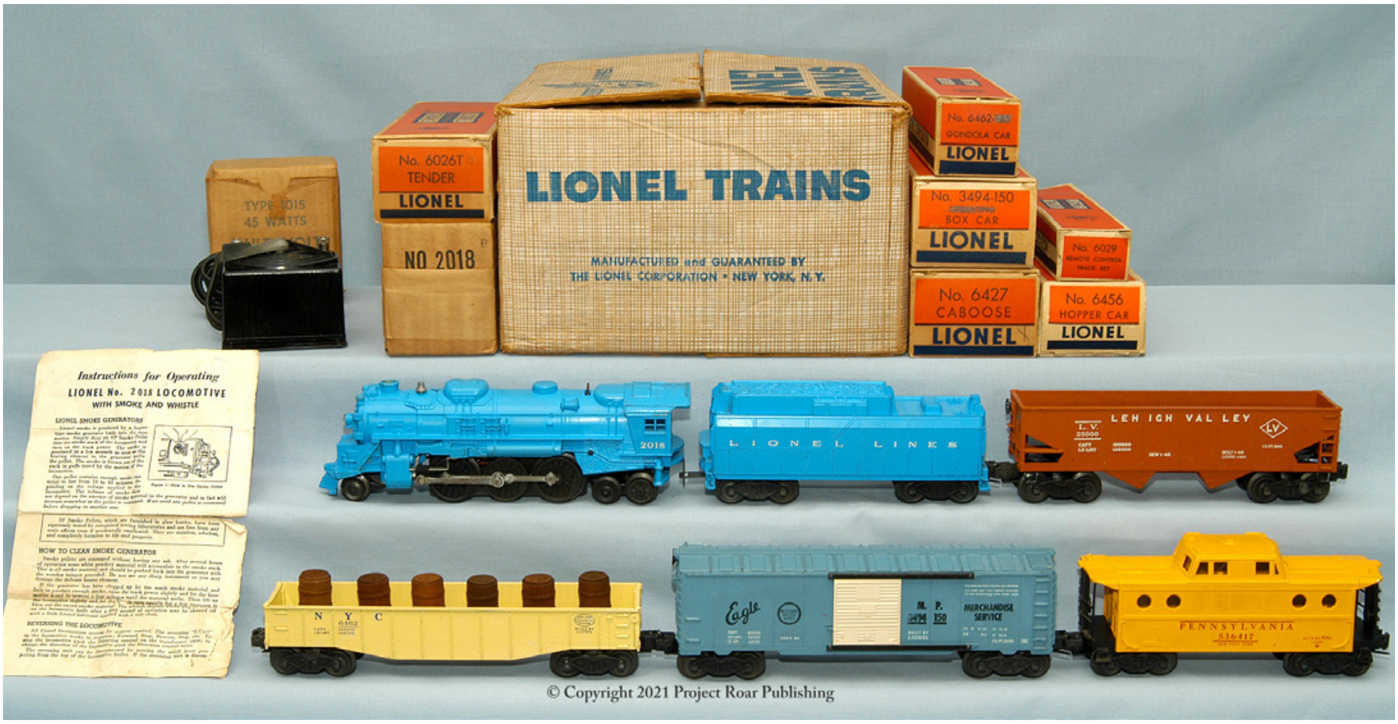
A turning point for George came in 2001 with the purchase of loose-leaf binders packed with sheets detailing the contents of cataloged, promotional, HO scale, and raceway outfits Lionel had assembled between 1960 and 1966. Those documents made it possible for George and John to publish *Authoritative Guide to Lionel's Promotional Outfits, 1960-1969* six years later.

LIONEL
RACEWAY 33
H/O Scale-Complete Over-Under Racing Layout
ONLY
$
LIONEL raceway 33

Plastics Engineering Manual
LIONEL Engineering Series
Plastics Engineering Lab Mark IV
LIONEL Engineering Series
No. 3229

Plastics Engineering Lab
REFILL KIT No. 3230

Among the myriad Lionel items George owns are other toys from the 1960s. He has science kits, such as the nos. 3229 Plastics Engineering Mark IV and 3230 Refill Kit for molding plastics (he added them because he owned a plastics injection-molding firm for 30 years) and HO raceways.


LIONEL TRAINS
MANUFACTURED and GUARANTEED BY THE LIONEL CORPORATION • NEW YORK, N.Y.
No. 6026T TENDER LIONEL
NO 2018
No. 6427 CABOOSE LIONEL
No. 6456 HOPPER CAR LIONEL
Instructions for Operating LIONEL No. 2018 LOCOMOTIVE WITH SMOKE AND WHISTLE
LIONEL LINES
LEHIGH VALLEY
PENNSYLVANIA

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Promotional outfits, which hobbyists commonly refer to as "uncataloged sets," absolutely fascinate George and John. They tracked down the only boxed example of a rare steam freight set from 1957 painted in colors that have led to collectors christening it the "Boy's Train," as though Lionel had planned a train to go with the O-27 no. 1587S Lady Lionel decorated in pastel schemes.

Back to family

More than gratified by the response of the toy train community to the new books, George felt the need to evaluate where he wanted to go next. He trusted his collection would continue to grow, especially as he added examples of promotional outfits and expressed interest in the HO scale trains, assorted science sets, and slot cars Lionel had once sold.

Little did George realize the positive impact John and he were having on the hobby. Even before they had published their first book, people were expressing gratitude about their choice to share the trove of documents they had acquired. The fact that a father was building a collection with his son touched their peers. The Schmids epitomized what hobby giants from Joshua Cowen to A.C. Gilbert to Richard Kughn believed about toy trains uniting different generations.

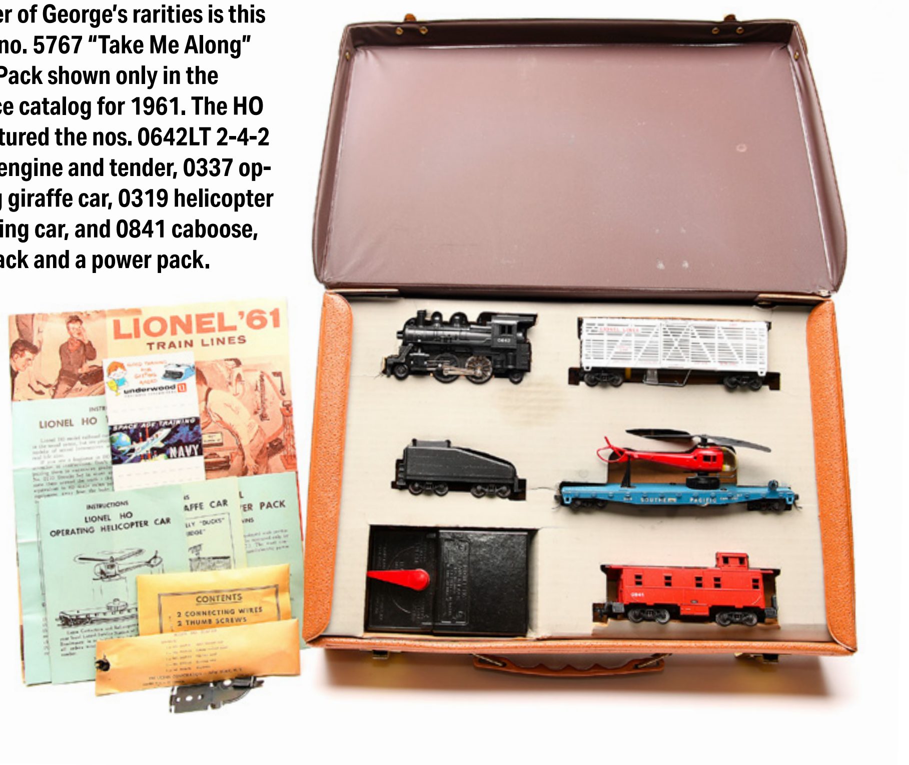
Consequently, in 2004, when John Cox decided to narrow down the phenomenal collection he had built with his father, Allison, he asked Ed Prendeville from Train Collectors Warehouse to reach out to George. To be specific, John hoped George would buy one of the gems of the Cox collection: the most complete example of a heralded cataloged outfit Lionel had conceived for the explicit purpose of connecting fathers and sons.

For 1960, Lionel packaged a Super O freight train led by no. 2383 Santa Fe F3 cab units with an all-but-identical HO train. Also included in the no. 2555W was enough track and a trestle set to enable the pair to run on loops one on top of the other. So confident were executives about the sales potential of the huge and expensive set ($150), they put it on the cover of the consumer catalog.

Unfortunately for Lionel, the price tag discouraged people from buying what was nicknamed the "Twin Railroad Empire." How many were packaged or even sold remained mysteries. About all that collectors knew 50 years later was that one pristine example with all its original boxes and available from the original owner was out there to be admired.

George, grateful for all the help and

Another of George's rarities is this Lionel no. 5767 "Take Me Along" Valise Pack shown only in the advance catalog for 1961. The HO set featured the nos. 0642LT 2-4-2 steam engine and tender, 0337 operating giraffe car, 0319 helicopter launching car, and 0841 caboose, plus track and a power pack.


LIONEL '61 TRAIN LINES
LIONEL HO
INSTRUCTIONS LIONEL HO OPERATING HELICOPTER CAR
CONTENTS
2 CONNECTING WIRES
2 THUMB SCREWS

support John had provided over the years and eager to express his appreciation of his family, didn't think twice. He was thrilled to have the opportunity to acquire that 2555W. Nothing would please him more than being able to get the best example of the so-called "Father and Son Set."

A third treasure

After the nos. 2296W Canadian Pacific passenger set and 2555W Super O and HO Santa Fe freight trains, the third set George prizes above the hundreds of others in his superb collection comes from the ranks of uncataloged items. He had acquired many other such sets while preparing to publish the massive volume on promotional outfits from the 1960s. Probably every one of the grandest, largest, and scarcest of those special sets became his.

However, the documents George and John purchased didn't cover the sets Lionel developed for retailers and manufacturers in the second half of the 1950s. Records covering those many different promotional outfits have yet to surface – and believe me, George and John continue to search for them tirelessly!

Yet among the uncataloged outfits from the 1950s, one commands the most intense interest. It's one filled with some common models painted in uncommon colors. The blue no. 2018 steam engine and matching tender, along with the cyan (aqua blue) no. 3494-150 Missouri Pacific operating boxcar, rust no. 6456 Norfolk & Western hopper, yellow no. 6462 New York Central gondola, and yellow/orange no. 6427 Lionel Lines porthole caboose, suggested it was meant as a counterpart to the cataloged Lady Lionel outfit.

Keep in mind that Lionel painted components of the 1587S in soft pastel hues to deliberately aim the set at girls. By the same token, the uncataloged set mostly containing blue and yellow components might have been planned by the toy train maker to appeal to boys. Therefore, the finest example (and only one with a set box) gained renown among postwar collectors as the "Boy's Train."

As occurred with the "Father and Son Set," the owner of the "Boy's Train" had noted the strong bond between George and John as well as their enlightened attitude regarding their research on promotional outfits. It made sense to him to approach the Schmids about buying the "Boy's Train," because they were the right people to own it.

> **Nothing would please him more than being able to get the best example of the so-called "Father and Son Set."**

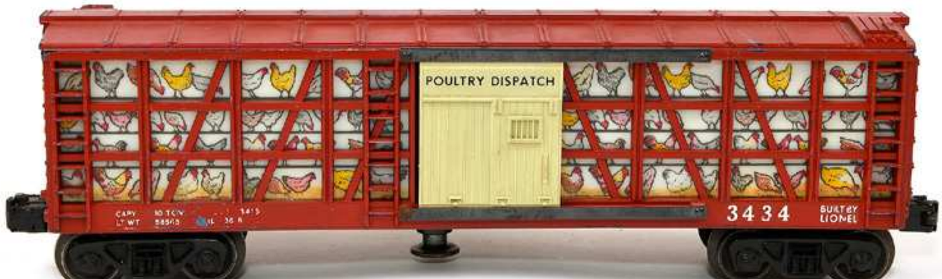
Humbled by the offer, George moved ahead, eager to enhance his incredible collection with the greatest uncataloged outfit of the postwar period while at the same time expressing his love and respect for John. The "Boy's Train" acquired by George pairs wonderfully with his "Father and Son Set" in a scene possible only 60 years ago in the sumptuous showroom that Lionel had once maintained in midtown Manhattan.

Truly content

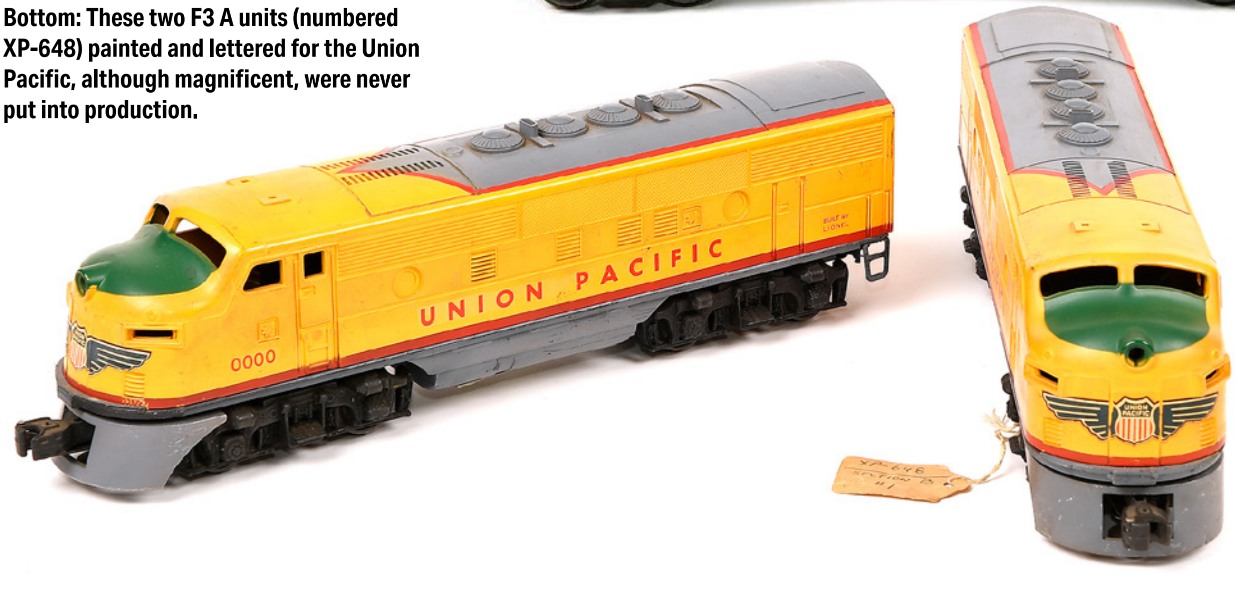
Love for collecting postwar Lionel trains and various other items keeps George active in the hobby. He avidly hunts for promotional outfits and original Lionel documents, not to mention examples of the Canadian Pacific passenger set he still holds in the highest esteem. He simply enjoys owning and occasionally running them.

George Schmid is a dedicated collector who has achieved much more than he ever expected in a hobby that has brought him untold happiness. He has left a noteworthy mark on it, and every postwar enthusiast is truly in his debt. Most importantly, it has enabled him to connect with his family in every aspect. CTT

Engineering mock-ups and paint samples once found in Lionel's archives stand out among the unique models George owns. Top: The mock-up of the no. 3434-50 poultry dispatch car from 1960: Red version for the "Father and Son Set" never put into production. Lionel substituted leftover inventory of the 6434 non-operating car.



Bottom: These two F3 A units (numbered XP-648) painted and lettered for the Union Pacific, although magnificent, were never put into production.



A car that drew
SHORT-TERM INTEREST

Developing the no. 6050 Lionel Savings Bank

STORY BY ROGER CARP AND MARK STEPHENS ◈ Photos by Mark Stephens

Every model Lionel added to its lineup during the postwar era has a story behind its development. If asked, engineers and sales executives could have explained how a new locomotive was created and why a familiar piece was decorated with a novel road name or had a feature modified after that item had been introduced.

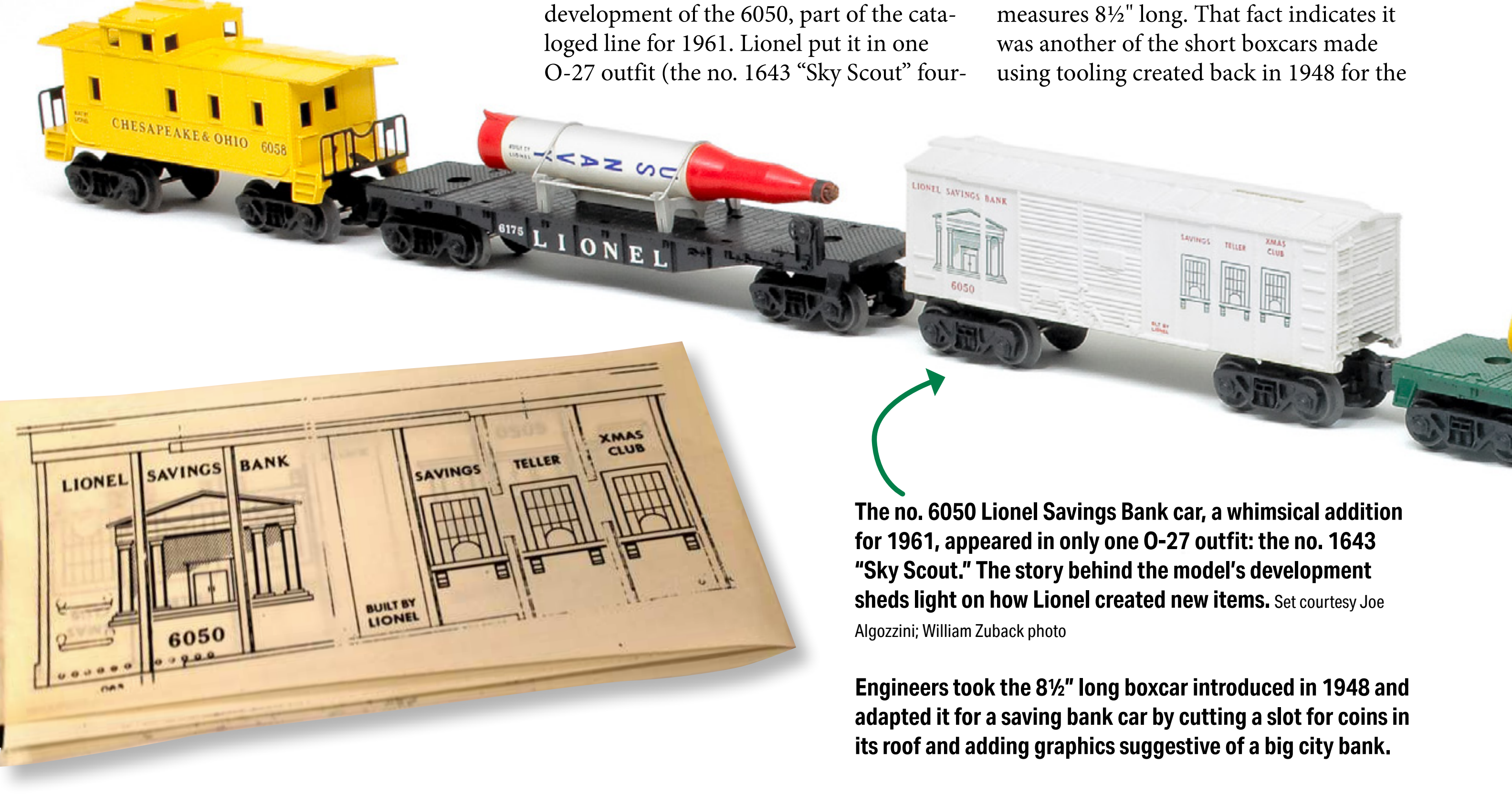
Too bad so few of those stories were preserved. To learn about the majority of items, especially the most plentiful and mundane, only documents survive: engineering drawings, machine and tool records, and paint and stamping instructions. Mock-ups, paint samples, and models retained in the corporate archives can also shed light on what was done.

The no. 6050 Lionel Savings Bank car exemplifies those circumstances. We have only documents, including illustrations in Lionel's advance catalog, to understand the development of the 6050, part of the cataloged line for 1961. Lionel put it in one O-27 outfit (the no. 1643 "Sky Scout" four-car freight set) and offered it for separate sale at $4.95 ($42.85 in today's dollars).

Long history

The advance catalog for 1961 erroneously specified the 6050 as being 11" long. Why a copywriter made this mistake remained a mystery, as does why no one associated with Lionel caught the error and then corrected it when the consumer catalog was done later that year.

The Lionel Savings Bank car really measures 8½" long. That fact indicates it was another of the short boxcars made using tooling created back in 1948 for the



The no. 6050 Lionel Savings Bank car, a whimsical addition for 1961, appeared in only one O-27 outfit: the no. 1643 "Sky Scout." The story behind the model's development sheds light on how Lionel created new items. Set courtesy Joe Algozzini; William Zuback photo

Engineers took the 8½" long boxcar introduced in 1948 and adapted it for a saving bank car by cutting a slot for coins in its roof and adding graphics suggestive of a big city bank.

first of the so-called Scout sets occupying the low end of the line.

The models lacked the most basic feature a boxcar could have to give kids something to play with: doors that slide open and closed so they can pretend to load and unload cargo. Instead, the Scout boxcars had non-opening double doors.

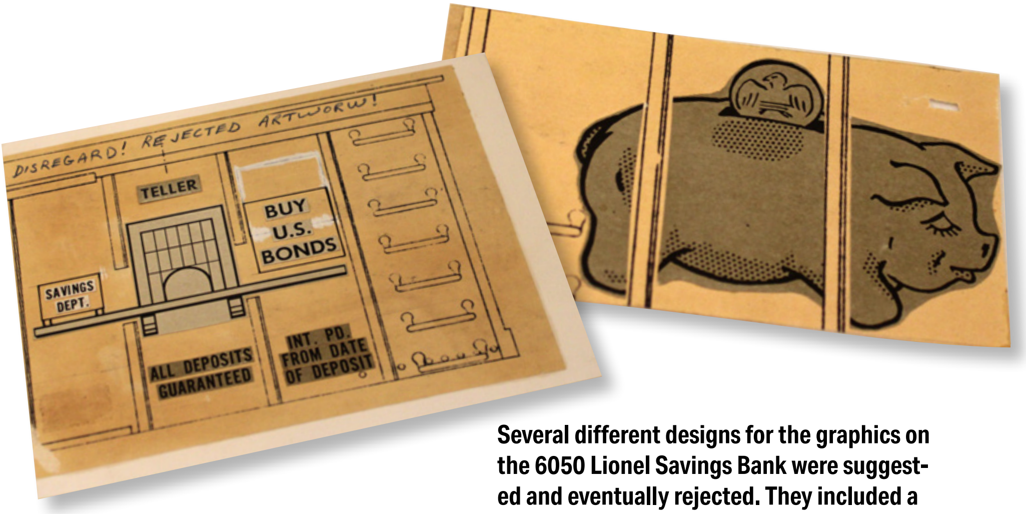
The no. X1004 launched the series in 1948. Its unpainted plastic shell came heat-stamped with markings for Baby Ruth candy on the right side. The keystone herald used by the Pennsylvania RR was on the left with technical data. Over the ensuing eight years, the short boxcar went on filling low-end sets, although its number changed to reflect modifications made to its trucks and couplers.

New role

In 1956, the men at the helm realized the simple boxcar could do more. Its blank sides might serve as canvasses on which businesses could promote their brands and products in exchange for buying a quantity of the new models negotiated with Lionel.

Using low-end cars manufactured cheaply to bring in additional cash was a brilliant maneuver devised by Vice President Alan Ginsburg and his assistant, Ronald Saypol. They started with a boxcar advertising Chun King Chinese Foods in an uncataloged set. In 1957, Lionel hammered out deals with Nabisco for a cataloged boxcar with Shredded Wheat graphics and RCA Whirlpool electrical appliances for a model packed in an uncataloged set.

The idea of using short boxcars to attract corporate sponsors continued for the next few years. However, Lionel didn't abandon the 8½"-long model as a member of its line. In 1957, Lionel announced a new 6014 car lettered for the St. Louis-San Francisco Ry. (known as the Frisco) and produced orange, red, and white versions.



Several different designs for the graphics on the 6050 Lionel Savings Bank were suggested and eventually rejected. They included a piggy bank as well as various features on the facade and windows of the bank.

Play value

By 1960 and '61, marketing personnel had concluded that youngsters wanted to do more with their trains. Models whose sole selling point was that they replicated what kids saw on full-size railroads were losing appeal. Children demanded to be amused.

Designers at Lionel responded with imaginative and whimsical items with special effects and eye-catching animations. But what could they do with an item as simple as the short boxcar with permanently closed double doors?

A clever individual – sadly, unnamed in the company's records – figured out the model could be transformed into a savings bank by altering the mold to cut a slot into the roof. Then thrifty children would be encouraged to drop spare nickels and dimes inside the boxcar, presumably then saving them to buy another train.

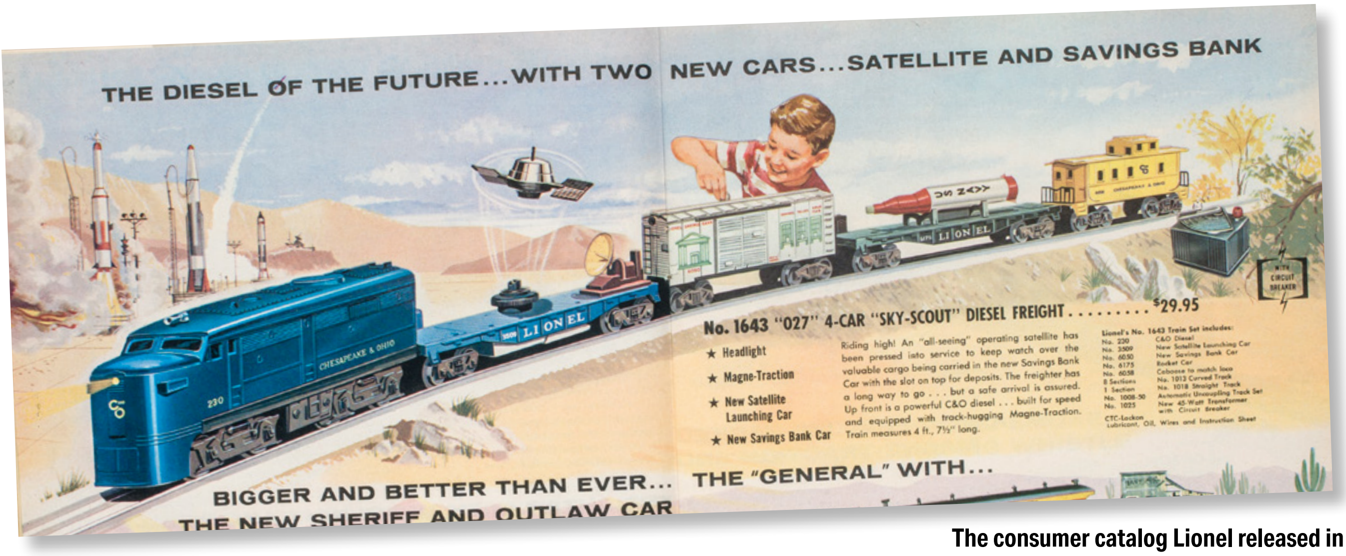
Potential graphics

While the tooling was modified to enable production crews at Lionel's plant to create large quantities of the revised body shell, engineers considered appropriate graphics to be stamped on each side. Illustrations augmented by a few words struck them as essential, along with the model's assigned product number.

Preliminary artwork suggested company designers aimed to put the stately facade of a typical bank on the panels to the left of the doors. Its impressive appearance ought to mimic ancient Greek architecture, with four elegant columns supporting the pediment. The center would show the two doors allowing entry.

The panels to the right of the doors would reveal the interior. Initially, the design presented by J. Mondino in February of 1961 consisted of a single teller's booth around which were signs related to buying savings bonds and accumulating

3509
LIONEL
BUILT BY LIONEL
CHESAPEAKE & OHIO
230



THE DIESEL OF THE FUTURE...WITH TWO NEW CARS...SATELLITE AND SAVINGS BANK

No. 1643 "027" 4-CAR "SKY-SCOUT" DIESEL FREIGHT $29.95

- ★ Headlight
- ★ Magne-Traction
- ★ New Satellite Launching Car
- ★ New Savings Bank Car

Riding high! An "all-seeing" operating satellite has been pressed into service to keep watch over the valuable cargo being carried in the new Savings Bank Car with the slot on top for deposits. The freighter has a long way to go . . . but a safe arrival is assured. Up front is a powerful C&O diesel . . . built for speed and equipped with track-hugging Magne-Traction. Train measures 4 ft., 7½" long.

Lionel's No. 1643 Train Set includes:

No. 230	C&O Diesel
No. 3509	New Satellite Launching Car
No. 6050	New Savings Bank Car
No. 6175	Rocket Car
No. 6058	Caboose to match loco
8 Sections	No. 1013 Curved Track
1 Section	No. 1018 Straight Track
No. 1008-50	Automatic Uncoupling Track Set
No. 1025	New 45-Watt Transformer with Circuit Breaker

CTC-Lockon Lubricant, Oil, Wires and Instruction Sheet

BIGGER AND BETTER THAN EVER... THE NEW SHERIFF AND OUTLAW CAR

THE "GENERAL" WITH...

The consumer catalog Lionel released in the late summer of 1961 accurately depicted the decoration of the 6050 car. However, the black ladder on the end was never added to the body shell.

interest on deposits. Planned as well was an illustration of a child's piggy bank.

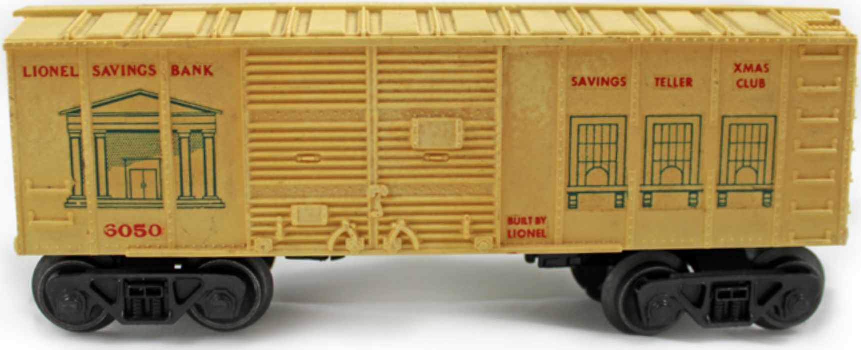
Virtually all those proposals ended up being rejected in favor of artwork depicting three booths. Above the black outlines were stamped in red Savings, Teller, and Xmas Club, exactly as people might see when walking into their bank.

Advance catalog

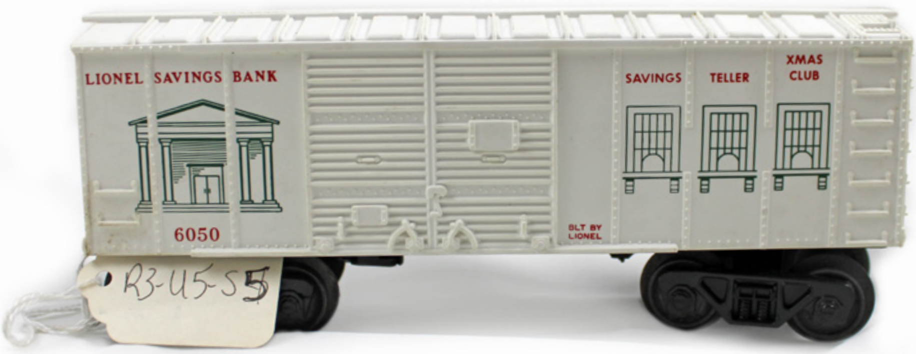
Lionel released its advance catalog less than a month after J. Mondino signed off on his proposed artwork. Two depictions of the 6050 appeared, one as a component of set 1643 and the other way in the back among separate-sale items.

Both examples came close to showing the final graphics of a bank facade on the left and three interior booths on the right with text above them. The product name and number were plainly evident, with not a trace of additional data shown.

When manufactured, however, the Lionel Savings Bank had "Built By / Lionel" heat-stamped in red at the bottom of the panel immediately to the right of the doors. That decorative element stood out in the full-color consumer catalog, as did the smiling boy in a red-and-white shirt shown dropping a coin into the car.



A mock-up of the Lionel Savings Bank car showed the final version of the graphics, along with decaled lettering. This one-of-a-kind preliminary model did have "Built By Lionel."



The later and more common version of the 6050, on which the lettering had been altered to "Blt By Lionel," served as a production sample oddly set aside in September 1965.

Changes and gone

Before too many examples had been decorated, the stamp was changed to read "Blt By / Lionel." The tooling for the body shell Lionel had been using for its short boxcars since 1948 then underwent minor alterations. The flat walkway on the roof was filled in, and the number of rivets on two panels on the right side was reduced. The latter modification was likely made to facilitate stamping graphics.

Unfortunately for Lionel, the novelty of a piggy bank on rails failed to win many youngsters. Sales of the 6050 must have been mediocre, because Lionel chose not to bring it back for a second year. Instead, languishing inventory was put into a variety of promotional outfits assembled for retailers in 1962 and 1963. Oddly, a production sample in the Lionel Archives was dated 9-21-65. Was someone considering returning the 6050 to the cataloged line?

Even if the Lionel Savings Bank played at best a cameo role in the firm's turbulent history in the 1960s, documents related to its design and decoration can tell us more about how new items were developed. They reinforce the point that Lionel's engineering and sales personnel never lost their creativity and drive. CTT

The authors thank Paul Ambrose and Ed Prendeville for their help and insights.

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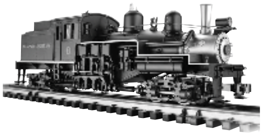

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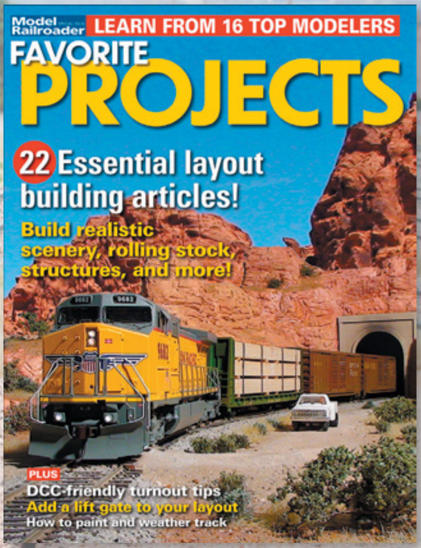

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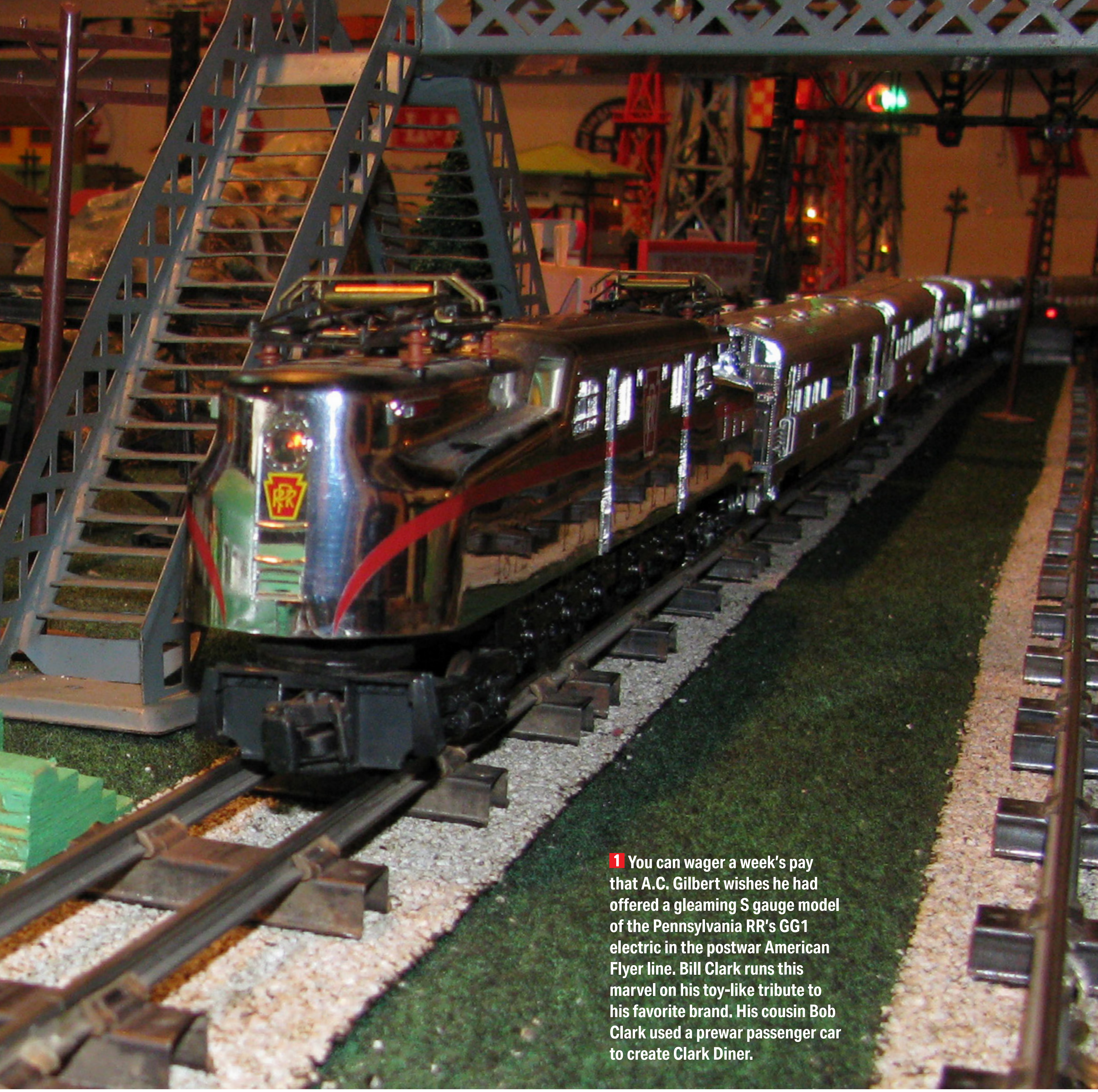
CLARK DINER and DEPOT
<> GOOD <> EATS <>
ILLINOIS TERM

BUILT WITH THE SPIRIT OF

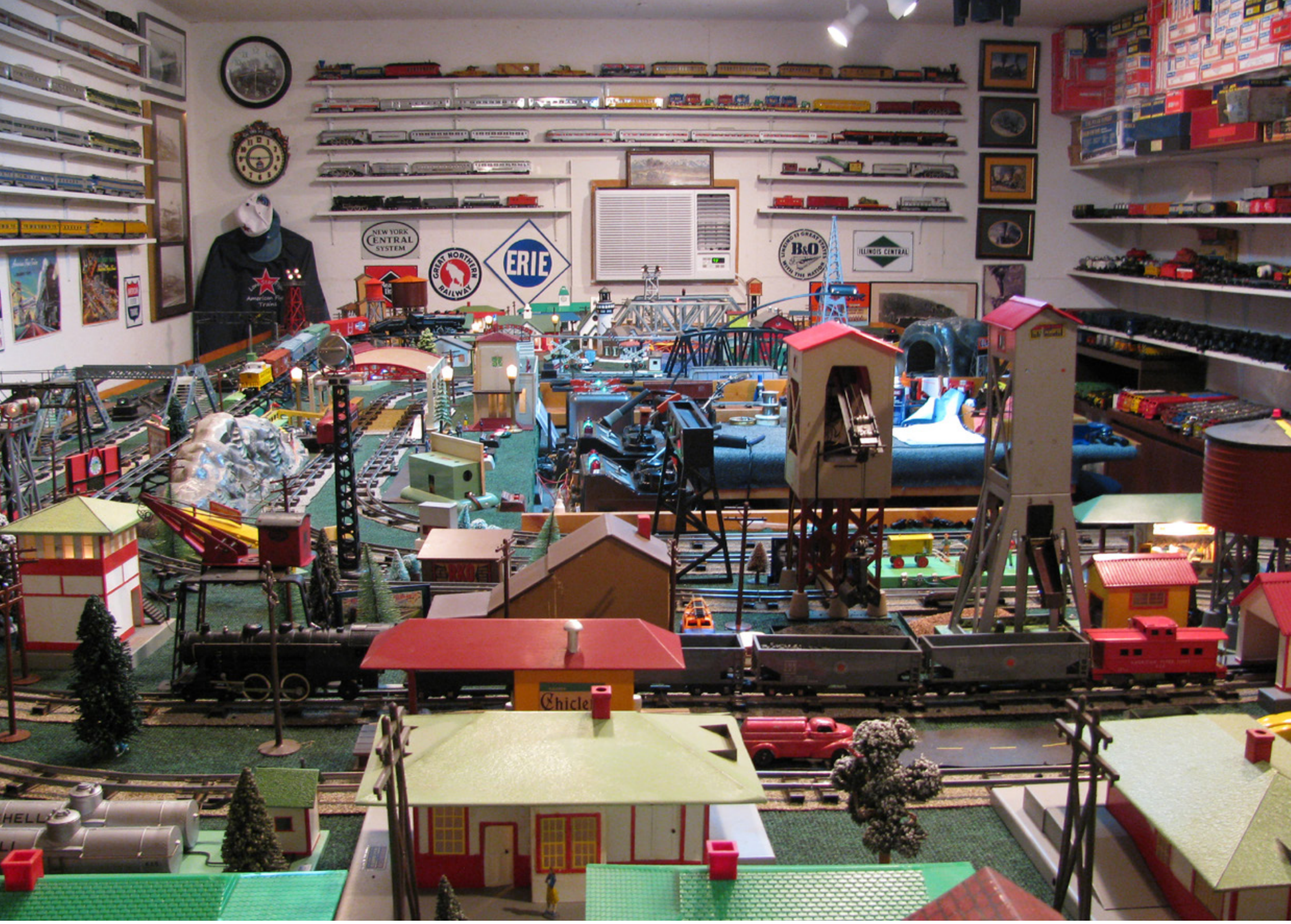
STORY BY ROGER CARP ◎ **Photos by Bill Clark**



1 You can wager a week's pay that A.C. Gilbert wishes he had offered a gleaming S gauge model of the Pennsylvania RR's GG1 electric in the postwar American Flyer line. Bill Clark runs this marvel on his toy-like tribute to his favorite brand. His cousin Bob Clark used a prewar passenger car to create Clark Diner.

GILBERT

Tradition shapes Bill Clark's S gauge layout



2 Operating accessories and rolling stock dominate the 9 x 20½-foot S gauge display Bill has constructed to fill most of his train room.

Over a lifetime of enjoying Flyer trains, Bill Clark has mastered the ins and outs of operating these classics and building a layout hearkening back to the 1950s.

S gauge layouts, like those with toy trains of other scales and gauges, vary dramatically in dimensions, appearance, and operation. A good number of them strike observers as products of tremendously skilled artists or technicians with access to a range of new materials and sophisticated methods of building.

Then there are the wonderful S gauge railroads that run smoothly and elicit smiles while hearkening back a generation or two. They boast several loops of American Flyer track and multiple sidings to accommodate operating cars. And accessories from the postwar era dominate the different scenes far more than do structures and landscaping. In fact, scenic effects may be minimal and detailed buildings absent. Consider these layouts to have been built in the spirit of Gilbert.

These traditional sorts of S gauge displays would have greatly pleased Mr. A.C. Gilbert. They would have gratified as well other executives at the company, along with its salesmen, engineers, and factory supervisors. One look at a layout such as the 9 x 20½-foot railroad developed by modeler Bill Clark, and the men most devoted to American Flyer would have wished they might claim it as their own.

Knows it all

For a person to move beyond basic enjoyment of an activity with the goal of mastering its every facet is uncommon. Bill, whose passion for American Flyer trains can be traced to his infancy in the late 1940s, is one of those individuals. More than being satisfied operating his roster of postwar and modern locomotives, he has pushed himself to gain the knowledge to maintain and repair them. He has done the same with the stations, loaders, and signals he has bought over the past 40 years.

In addition, Bill has aimed to learn everything about what the Gilbert Co. made. He has scrutinized vintage catalogs and promotional literature and studied a variety of reference books and magazine articles. There's nothing about the Flyer line he hasn't expressed curiosity about.

Bill wanted to share his knowledge with other S gauge enthusiasts. So he became a regular contributor to the premier magazine for members of that niche, *S Gaugian*. For 10 years, right through the final issue of that publication in 2019, Bill wrote the authoritative column, "The Roundhouse." Readers admired the depth of his learning and thanked him for sharing his expertise.

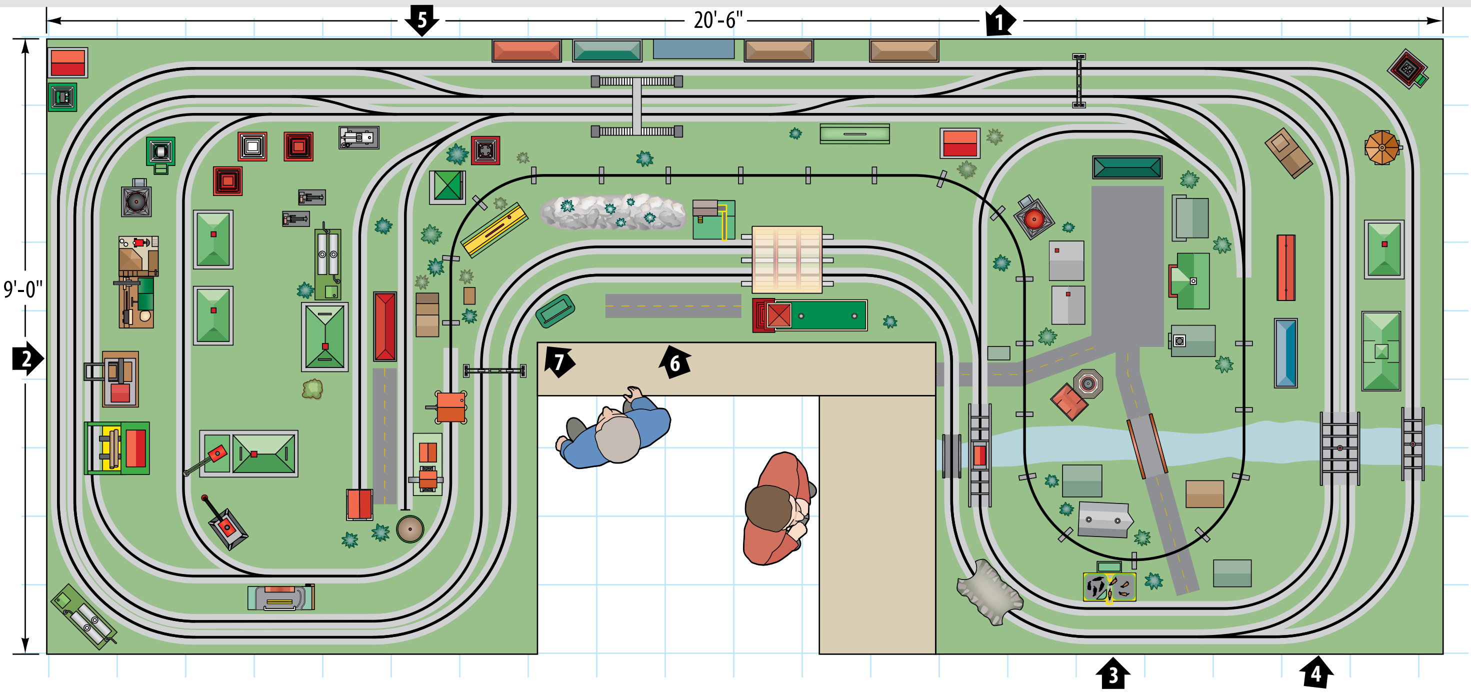


Illustration by Kellie Jaeger

Who cares how many main lines and spurs Bill laid on his homage to the A.C. Gilbert Co? His delightful S gauge layout never feels crowded or boring. The numbered arrows correspond to the numbers in each of the captioned photographs he has snapped.

AT A GLANCE

Name: Bill Clark's S gauge layout

Dimensions: 9 x 20½ feet

Track and switches: Gilbert American Flyer

Motive power: American Models, Gilbert and Lionel American Flyer

Rolling stock: American Models, Gilbert and Lionel American Flyer

Controls: American Flyer nos. 12B (2), 30B (2) transformers with Lionel FlyerChief and Legacy command control

Accessories: Gilbert American Flyer, Lionel, Marx

Structures: Gilbert American Flyer, Holiday Time, Mini-Craft

Find your teachers

Of course, Bill will be the first to tell you how great teachers have guided him along the life-long journey he has taken with American Flyer. Three men have shaped his appreciation for S gauge modeling – four, if you count old A.C. Gilbert himself.

Bill recalls first his dad bringing home for Christmas of 1948 a Flyer no. 4607A set with a no 312 Pennsylvania RR K5 4-6-2 Pacific and tender pulling four cars: the nos. 625 tank car, 632 hopper, 633 boxcar, and 630 caboose.

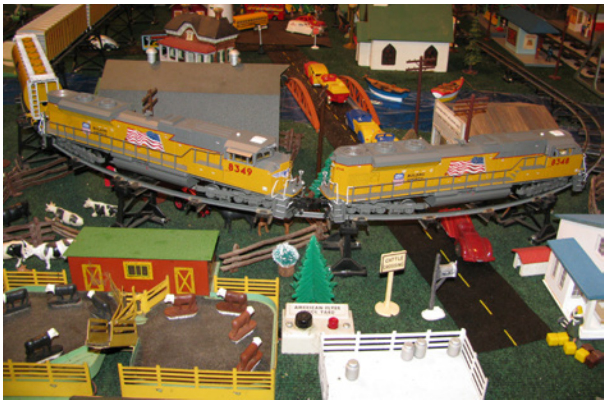
The toy seemed magical to Bill, as did the no. 577 whistling billboard he also saw. As grateful as the three-year-old boy must have been for this amazing gift, he quickly realized his dad considered it his personal toy. Before long, though, Bill was asserting control over the Flyer train.

Bill describes how his roster expanded over the years with more rolling stock, a slick no. 360/361 Santa Fe Alco PA diesel combination, and a no. 689 station. The father-and-son team built a 4 x 8 layout.

All the lessons about carpentry and electricity Bill gleaned from his dad remained engraved on his brain long after he grew up and launched a career. At Eastern Illinois University, he met his next Flyer mentor. Eugene McFarland gladly shared information about what Gilbert had cataloged and how it ran. Bill felt eager to return to a hobby he loved.

As the years passed and Bill welcomed two children (Beth and Mike), his involvement with American Flyer grew stronger. Friends he met while living near San Francisco introduced Bill to more of what Gilbert had made and Lionel had started to produce. They also advised him to join the Train Collectors Association and attend the NorCal trading get-togethers.

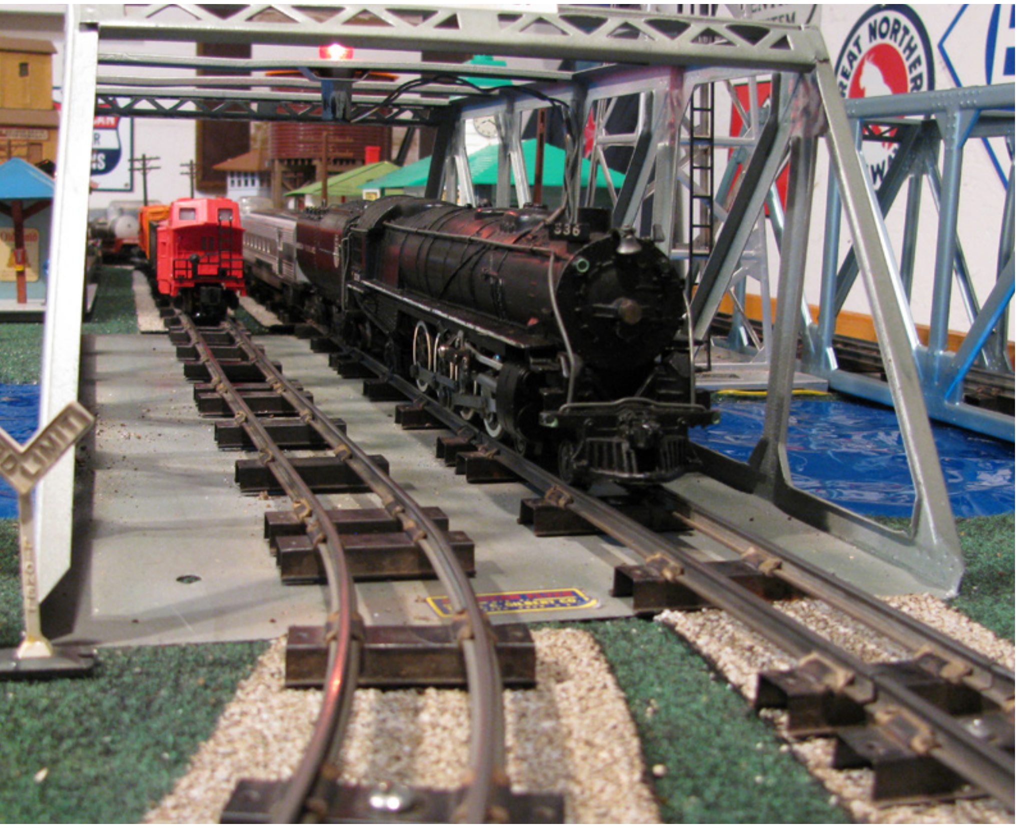
Another bit of advice motivated Bill to subscribe to *S Gaugian*. In its pages he became familiar with his third mentor, Don Heimburger, who had founded the magazine and served as its editor. The information filling its pages enriched Bill's enjoyment of his trains and inspired him to build.



3 Bill appreciates modern S gauge production, such as these Union Pacific SD70ACe road diesels put out by Lionel.

Knowledge at work

Graduate education and professional moves caused Bill to keep pulling up stakes as the 1980s and '90s progressed. Bill realized his knowledge was advancing as steadily as his collection of postwar and modern American Flyer was growing. Sooner or later, he knew, he would build his dream layout.

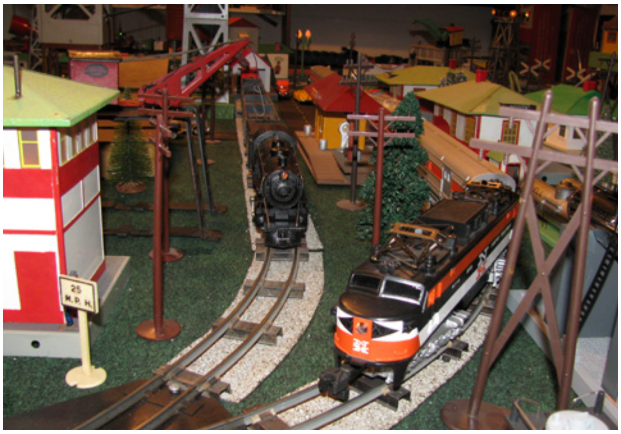


4 An American Flyer no. 336 Union Pacific 4-8-4 Northern guides a long string of passenger cars through the no. 754 double trestle bridge over the river Bill cleverly fashioned out of aluminum foil and clear blue plastic wrapping material.

The initial attempt came approximately 25 years ago during Bill's self-described "trial-and-error stage." He put to good use everything he had read and observed regarding benchwork and wiring, constructing a cool 6 x 10-foot two-rail display easily rolled on casters. What amounted to a train room actually was a vacant space in the family's garage high enough Bill could park a car under it. Nice beginning, though he envisioned more.

Much more, to be honest. Eventually, Bill got what he had long hoped for. A subsequent move led to a bigger house, one with a spare room he could claim for his trains. Mary was thrilled her husband would be able to display his many Gilbert and Lionel sets, along with the engines and cars from American Models he had been purchasing. Modern S gauge products left a positive mark on Bill.

Once adequate lighting had been added and shelving had been put up on the walls, Bill prepared to commence construction on a fairly basic yet appealing tribute to the best Gilbert had ever manufactured. He imagined having a pair of 7 x 9-foot tables connected by a much smaller one measuring 6 inches by 4 feet.



5 Bill reveals his preferences by insisting the passenger train led by a Lionel American Flyer no. 48008 New Haven EP-5 electric will beat out the coal train for priority on the main line.

What Bill had in mind was something out of the 1950s. Plenty of track, loads of accessories, and few details would provide opportunities to show others how much fun a Flyer layout could be. The display was going to be something visitors to the Gilbert Hall of Science might have seen.

Accessible to all

When asked to summarize the look of the layout in a few words, Bill will invariably state it is something a 10-year-old kid could execute. The pictures he took for this exclusive article belie that description. This is a model railroad more likely to have been planned, built, and wired by a very talented 16-year-old kid.

No disrespect is intended here. The nature of Bill's layout – how you can imagine creating something similar – is what makes it both special and inspiring.

This experienced hobbyist deliberately set out to build an S gauge display traditional in almost every aspect. Like many of his peers, he wished to give it a toy-like appearance that departs from and almost contradicts the highly realistic and detailed approach widespread among model railroaders in all niches today.

The virtue of Bill's approach is that it makes his layout accessible to every observer. Folks who may never have built one, maybe because what they've seen intimidates or overwhelms them, should feel comfortable with what Bill has done. He has demonstrated that with the skills a talented teenager could have acquired 60 years ago, you can create a meaningful and entertaining S (or O) gauge layout.

Basic proof

Possibly the assertions stated in the previous paragraphs have failed to dispel your doubts. Perhaps the superb look of the layout seems too good and even professional. Let's break down Bill's work to show how he pulled it off.

Consider the benchwork. Just fundamental tabletop standing 30 inches off the floor and assembled using 2 x 4 lumber and ½-inch-thick plywood supported by cross braces made out of 1 x 2 pieces. A novice can build what Bill attests is so sturdy and stable a person can walk over or sit on it. And yes, he has done both!

Or the track. Bill chose to use the postwar straights and curves he had been finding for years at train shows. "This is what I had as a boy and knew was the only way to have a genuine American Flyer layout. Same with the switches."

Bill interjected that, prior to screwing the Gilbert track sections in place, he had covered the plywood surface with green

EXCLUSIVE VIDEO
GO TO TRAINS.COM/CTT/VIDEOS

indoor/outdoor carpeting on sale at a local home-improvement center. “It’s inexpensive and looks great,” he said.

Any other tips? “Yes,” added Bill. “From the same dealer I also bought white roofing material that I cut and then placed under the main lines and sidings to simulate ballast.” There’s another way that simplicity and cost influenced him.

Something new

Another noteworthy quality about Bill’s layout reflects his understanding of what animated Gilbert, both the man and the business. To put it bluntly, for all the homage paid to the past (the track and accessories, above all), Bill absolutely refuses to neglect the present. How the hobby has improved, especially in regard to technology, continues to intrigue him. Such a fascination with change reminds us of A.C. Gilbert and Maury Romer, who supervised production of the train line.

Therefore, even though Bill depends on classic postwar transformers to power the trains and accessories, he has intelligently explored the options command control provides. He may operate the dozens of vintage Flyer locomotives on his roster strictly via the pair of no. 30B transformers, but the contemporary motive power from Lionel that Bill prizes performs its best with that firm’s Flyer-Chief and Legacy systems.

A similarly open attitude about modern reissues of favorite operating accessories from the 1940s and ’50s characterizes the layout. Bill venerates the coal and log loaders manufactured at Gilbert’s legendary plant in New Haven, Conn. He has an example of each of them, plus all the other innovative talking stations, baggage movers, and animated freight cars and platforms made there. Nonetheless, he will be the first to admit that some of the reissues produced by Lionel and MTH have great merit and shouldn’t be ignored.

Interest in and respect for current items complements Bill understanding of what elevated Gilbert in the marketplace when he was a boy. The addition of key newcomers to a wonderland of collectibles broadens his homage to Gilbert.

Wrapping it up

At this stage, when discussion of the scenery and structures may be fitting, Bill shrugs his shoulders and confesses, “There isn’t much to tell you.” After all, the landscaping on his layout boils down to a couple of the mountains cataloged in the Flyer line and a river consisting of crinkled aluminum foil with clear blue plastic wrapping paper on top. Nothing beyond what was tried half a century ago.

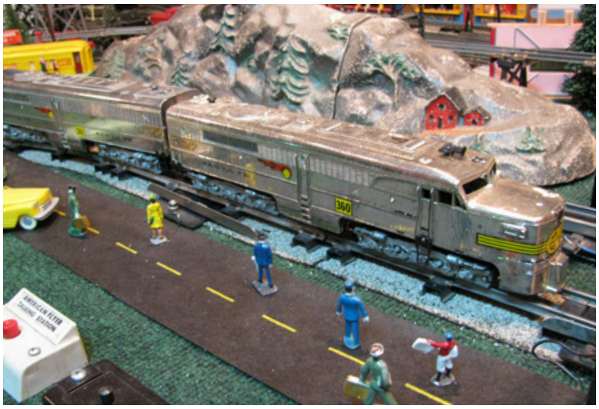
For the assorted buildings, Bill has made his way through American Flyer catalogs over the past 40 years and gradually acquired the wood and Masonite stations, industries, residences, newsstands, and more Mini-Craft made for Gilbert. He avoids altering the antiques in any way.

Miniature automobiles, trucks, and buses crowd the streets and highways. They’re either old die-cast metal items found at train shows and antique malls or recently produced versions of postwar vehicles. Either way, they look great when posed with the Plasticville trees and vintage metal and plastic people and animals.

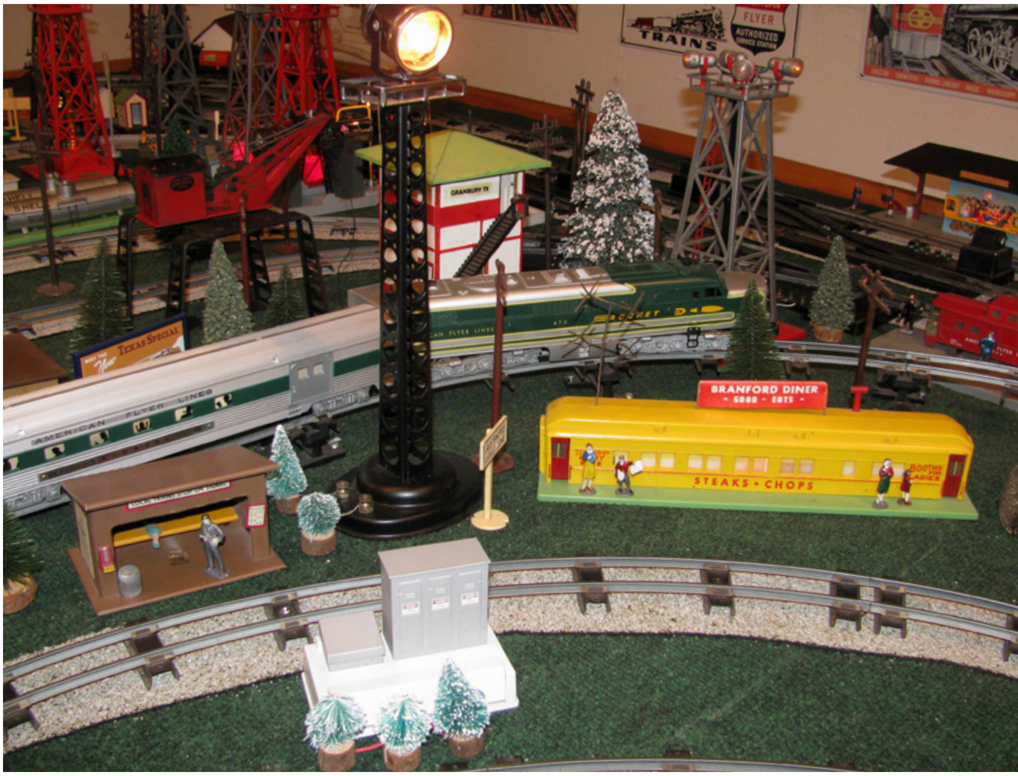
A bit more

Bill refers to himself in a self-effacing manner as “just a toy train guy.” He feels no urgency how to create forests from scratch or add parts to S gauge locomotives. Weathering and kitbashing are tasks he diligently avoids, much preferring to spend his time running trains and troubleshooting accessories.

Which is all well and good except that it somehow misses the significance of what this American Flyer advocate has achieved. Bill has brilliantly designed and carefully finished a display capturing what made the Gilbert Co. a landmark producer of model trains in America. He has done so rather quickly yet without ever cutting corners. His layout is one to inspire everyone who loves Flyer.



6 Figures residing in Flyer Town crowd the street to admire two of the treasures Bill owns. The no. 360/361 Santa Fe Alcos feature chrome exteriors with the rare wire handrails that were produced for only a few weeks in 1950.

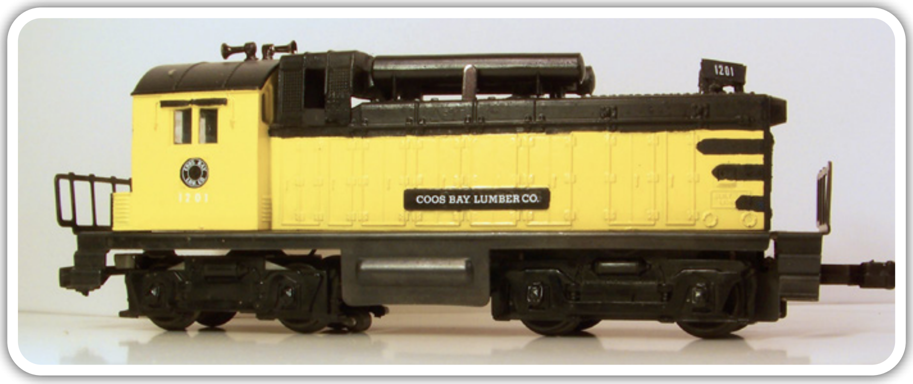


7 American Flyer and Marx light towers illuminate the path being traveled by a streamlined train with green-striped passenger cars led by a no. 475 Rocket Alco PA cab unit.

WITH JOHN HARTMAN

Modeling a logging switcher

Lionel's no. 614 locomotive is the starting point for this project



John Hartman has captured the look and spirit of Coos Bay Logging Co. locomotive no. 1201 in his project. Now his O gauge NW2 switcher is ready to haul logs and finished lumber.

MOST POSTWAR LIONEL OPERATORS KNOW THE ODD SHAPE of the no. 614 Alaska switcher, with dynamic brakes and air tanks placed on top of the shell. Few of us, however, know that the design, as explained in *Greenberg's Repair and Operating Manual For Lionel Trains 1945-1969,* is based on a locomotive owned by the Coos Bay Lumber Co. in Oregon. As a resident of the Coos Bay area, I've always taken a bit of pride in our community's connection to the Lionel story and thought that tracking down the prototype and modifying a Lionel locomotive based on it might be a worthy project.

Then all the ingredients for this project fell into place. A local antique shop had a suitable no. 634 Santa Fe locomotive at a bargain price. A computer upgrade gave me renewed interest in researching the Coos Bay Lumber Co., and a trip to the local historical museum led to a few surprising photos of the original locomotive.

Those images revealed, aside from masking off some scalloped areas of the shell, the project would be relatively simple, requiring only a few tools and some paint, parts, and a set of decals.

Prepping the shell

First, remove the shell of the "donor" locomotive and sand the lettering off with fine-grit sandpaper. Thoroughly wash the body in warm water and dishwashing soap to eliminate all skin oils. Do the same for the no. 614-100 dynamic brakes.

After the parts have dried, spray the brakes and shell with black primer – I used Krylon. For best results, warm the paint can in hot water before spraying. Be sure you wear a painting mask and spray in a well-ventilated area.

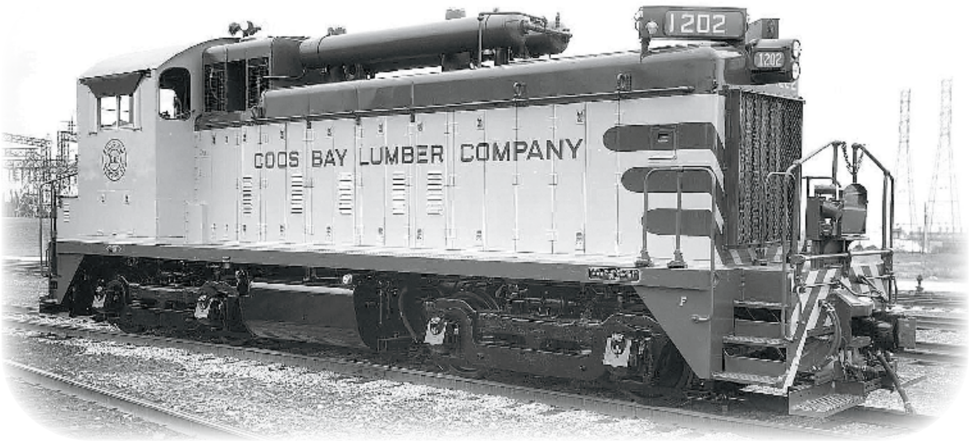
After the primer on the shell has cured (24 hours and no chemical smell remaining), mask an area on either side of the nose for three scalloped stripes, like those on the CBLC no. 1201. Due to modeling and design limitations of the chassis and shell, I didn't model the front striping on the pilot, but I kept with the spirit of the unit. Snug down the masking tape with the point of a hobby knife to prevent paint bleed-through. Also, mask off the front, top, and back of the locomotive shell.

New paint

After masking, spray the shell with your choice of paint. I used Rust-Oleum "Bright Idea" yellow. Apply it lightly, repeating as needed. Again, use a mask and spray in a well-ventilated area. Then set the shell aside to dry and cure thoroughly.

I had to make a decision regarding prototype versus modeling reality. The white lettering of the decals wouldn't stand out well against the yellow of my model, which after it had dried I found too light. I used a brush to add black to the nameplate areas on the sides and black circles under the cab windows to make the lettering and CBLC logos more visible.

Since I couldn't model the nose or pilot striping due to design limitations, adding black to the color scheme was not a project breaker for me. If you do this project using a darker, more "mustardy" yellow, the black circles and nameplates may not be necessary.



The Coos Bay Logging Co. owned a trio of identical EMD SW1200 locomotives: nos. 1201-1203. Here, 1202 poses for its builder's photograph. All three units were equipped with dynamic brakes and air tanks on the hood.

Final details

After the paint has dried, remove all the masking tape. Apply a light spray of clear gloss sealer to prepare the area for decals and then set the shell aside to dry.

It's now time to apply the decals. This set, Microscale no. 87-8, conveniently has Coos Bay Logging Co. decals that can be adapted for use.

The round logos go under the cab windows in the black-painted circles, similar to the prototype. The full-name decals go on the nameplates along the sides.

I made a pair of number boards to go atop the hood by cutting two ¼" x ¾" pieces of scrap plastic and brush-painting them black.

I also cut four small lengths of toothpicks to serve as the supports for the number boards. Styrene sprue can be used as well. Two should be slightly shorter than the others. Paint these black, as well.

When everything has dried, apply appropriately sized numbers. The Coos Bay Logging Co. had three units: nos. 1201, 1202, and 1203. Since 1201 is easier to cut numbers for than the others, I opted for it. At this time also cut numbers and apply underneath the cab window decals.

Attach all the number boards to the toothpick pieces with your cyanoacrylate adhesive (CA) so the larger pieces will serve as the back bracing. Attach the completed number boards to the locomotive, as shown in the prototype photo.

Using a motor tool or a pin vise plus an appropriately sized drill bit, drill two holes for the air horns on the cab roof. Paint two Lionel no. 50-100 horns black. Allow them to dry, and apply them to the cab roof.

If you like, apply a black permanent marker or brushed paint to the reverse-unit lever sticking out of the hood to make it less noticeable.

The shell can be mounted on the chassis. Our CBLC 1201, capturing the spirit of the original, can now be coupled to a drag of log cars, hauling prime Douglas fir and cedar from forests near the town of Powers into Coos Bay. As we say here on Oregon's South Coast, "Now we're loggin'!"

Still working

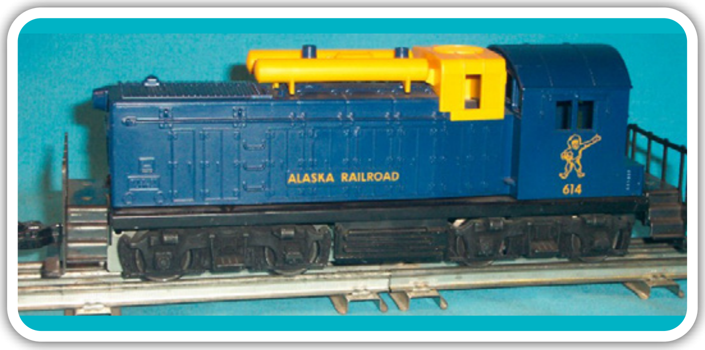
As for the original 1201, the Coos Bay Logging Co. was bought by Georgia Pacific, which stopped hauling logs by rail into Coos Bay in 1970. It was sold to a logging company in British Columbia, where, at last reports, it's still operating under a different road name and colors. CTT

MATERIALS LIST

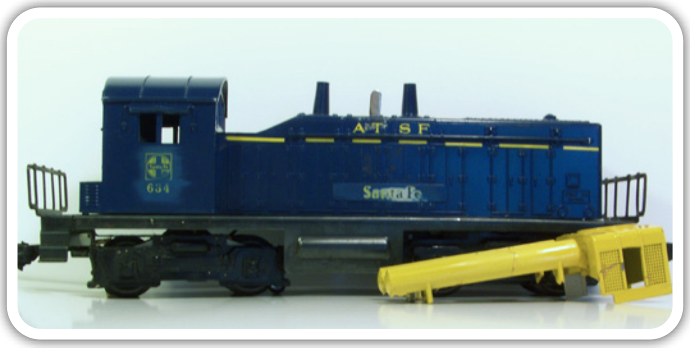
- Krylon flat black primer spray paint
- Krylon glossy clear spray paint
- Lionel no. 50-100 gang car ornamental metal horn (2)
- Lionel no. 600-series NW2 diesel switcher shell
- Lionel no. 614-100 dynamic brakes
- Microscale decal set no. 87-8 HO assorted logging company steam locomotives
- Rust-Oleum "Bright Idea" yellow spray paint (or darker, as noted in article)

TOOLS

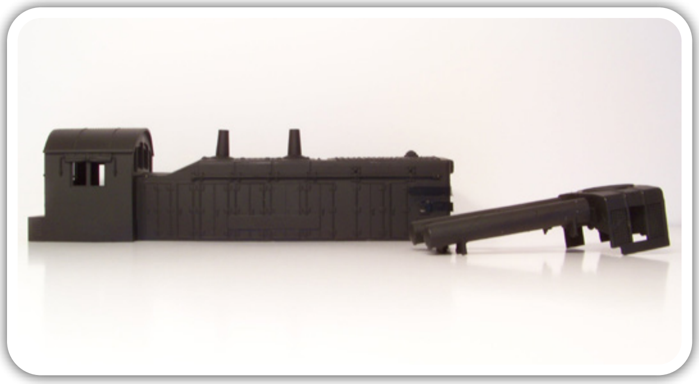
- Hobby knife
- Masking tape
- Motor tool or pin vise and small drill bits
- Round-style toothpicks
- Scissors
- Scrap plastic for number boards
- Small hobby paintbrush
- Small screwdriver



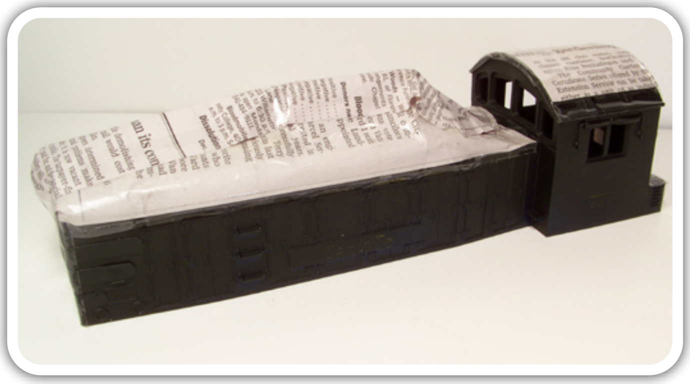
Lionel made a model inspired by the Coos Bay Lumber Co. SW1200. The no. 614 has the dynamic brakes and hood-mounted air tanks.



On this project, the starting point is a Lionel no. 634 NW2 diesel switcher. Sanding off the numbers and letters is the first step.



A coat of sprayed primer provides a good base for the rest of the new CBLC-inspired livery. Black or gray work equally well.



Mask the top of the unit before spraying the yellow paint. Make sure your masking tape is snug and doesn't allow bleed-through.

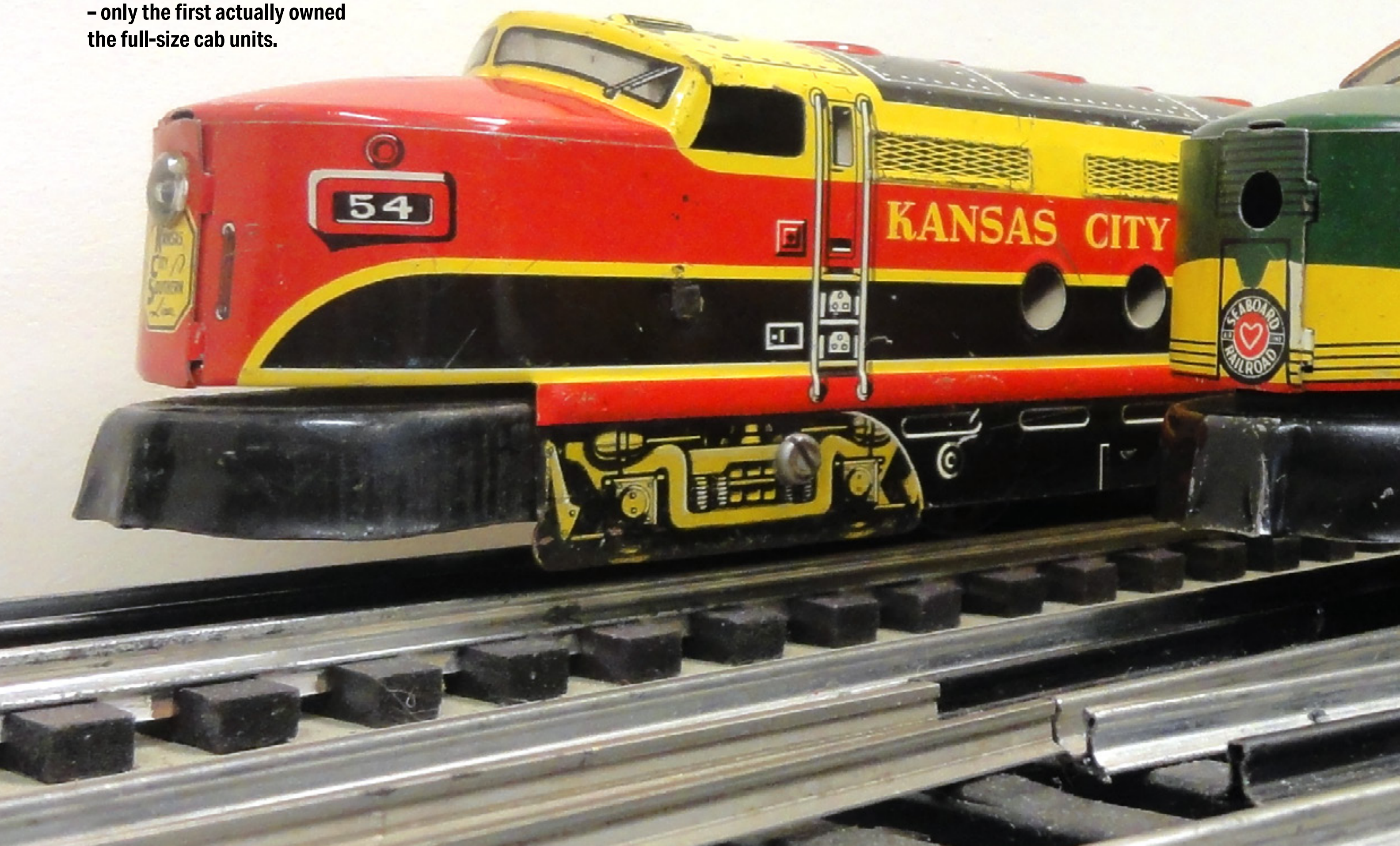
SPOTLIGHT ON MARX DIESELS

FROM FAIRBANKS-MORSE

Colorful lithographed engines brighten O gauge layouts

STORY AND PHOTOS BY ROBERT WENDT

Louis Marx & Co. made O gauge models of Fairbanks-Morse diesels known for their lithographed details. Of the three road names Marx chose – Kansas City Southern, Monon, and Seaboard – only the first actually owned the full-size cab units.



The models of Fairbanks-Morse diesels cataloged by Louis Marx & Co. in the middle 1950s were "classic toy trains." Their appearance and construction captured the imagination of their target audience – kids who wanted to play with trains. Their price point (a fraction of what Lionel and American Flyer charged for their diesels) pleased parents, especially those with tight budgets shopping at variety stores and mail-order houses.

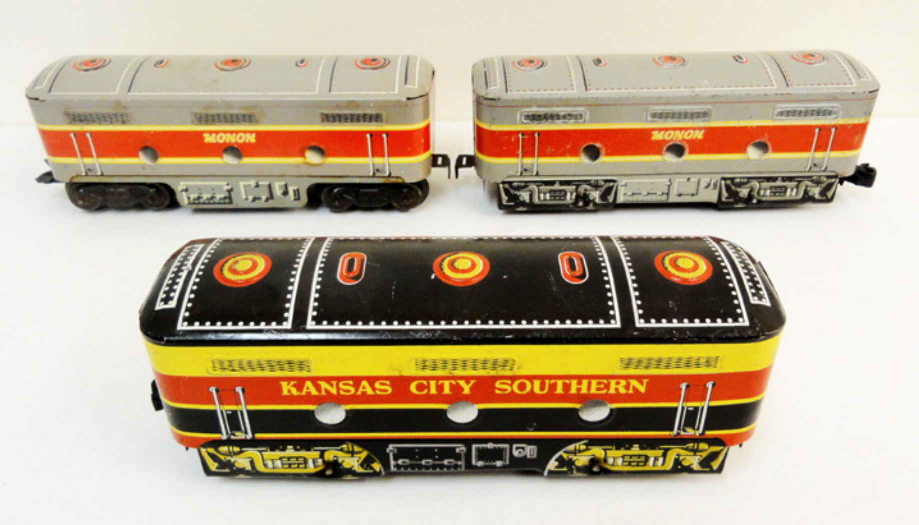
The Marx diesels were toys and not scale models. Faithfulness to prototype in appearance or operation wasn't a factor in their design. They were built to be played with – and played with they were. No wonder there are relatively few "like new" or "mint" examples today. Some kids who ran those diesels were so smitten by them they became lifelong model railroaders.

The prototype

Fairbanks, Morse & Co., started as an engine builder for the U.S. Navy with its opposed-piston diesel power plants first developed in the early 1930s. By 1944, the firm had entered the locomotive business. Officials there believed success in the locomotive field would come if they could produce a successful road cab engine.

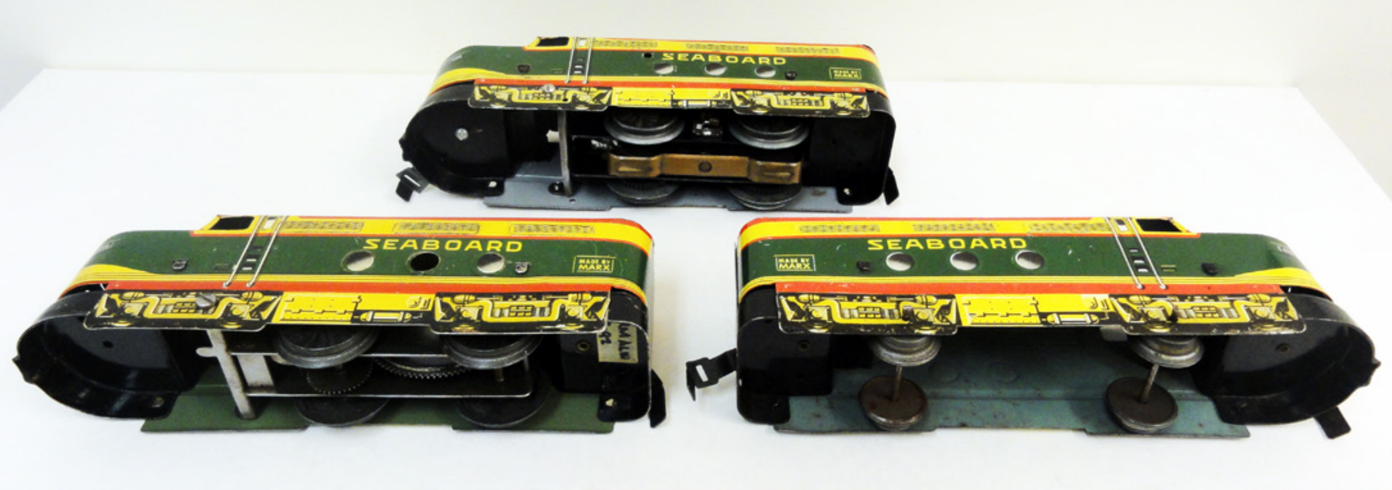
Fairbanks-Morse retained the services of renowned industrial designer Raymond Loewy to create a visually impressive body for a locomotive. Unfortunately, the firm lacked the shop capacity to produce the locomotives itself, so they were contracted out to General Electric's plant in Erie, Pa.

Therefore, the first Fairbanks-Morse cab engine was dubbed the "Erie-Built" when it made its debut in 1945. A total of 111 of them were produced. Of the three road names Marx used on their models, only the Kansas City Southern actually had a prototype counterpart.



The matching unpowered B units typically were equipped with two-wheel trucks. However, as seen on the Monon model at the far left, some did come with four-wheel trucks. Seaboard models had two-wheel trucks and remain the scarcest of the three road names.

4000
SEABOARD
SEABOARD
81
MONON



These three Seaboard A units exemplify the range of models Marx made available, namely equipped with a metal side-plate double-reduction gear motor equipped with thin flanges (top center) a windup mechanism (lower left), and without any sort of powering unit (lower right).

Powered models

Marx introduced its sheet-metal models of the Fairbanks-Morse diesel in the middle 1950s. The no. 54 Kansas City Southern A unit was available between 1956 and '60. The no. 81 Monon A unit was available between 1955 and '59. The no. 4000 Seaboard A unit was available between 1955 and '62. In addition, Marx intermittently made B units decorated to match each of the A units during the same period.

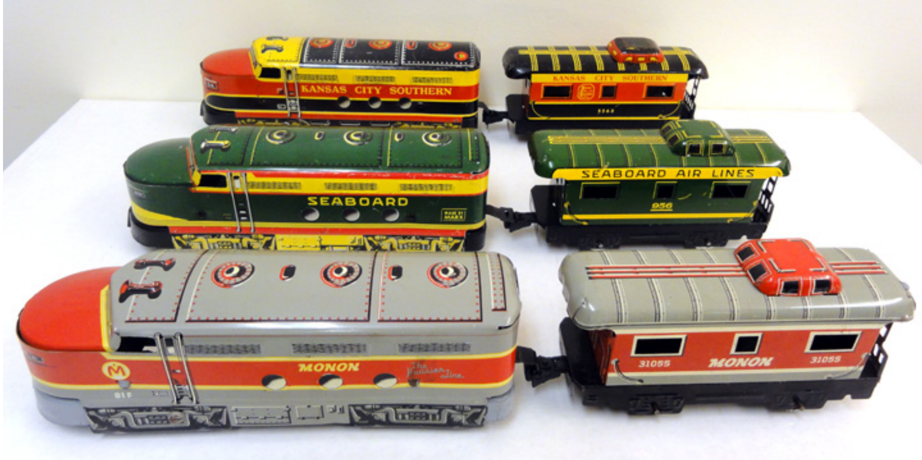
The A units were the only powered ones. They used one of three Marx motors.

The most common motor was the standard metal side-plate, single-reduction gear motor equipped with thick geared flanges. Marx used that type throughout its lineup of four-wheel locomotives. Those thick flanges limited the units to layouts using Marx or similar switches.

The next most common motor was the metal side-plate double-reduction gear motor equipped with thin flanges. Marx used that second type on many of its four-wheel locomotives.

The final motor was a low-end fiber side-plate, two-wheel motor with small wheels characterized by a geared flange.

The all-metal four-wheel motors enabled their locomotive to pull a train consisting of as many as 10 or even more pieces of Marx rolling stock. Engines on which the third type of motor had been installed lacked the power to pull more than two or three cars, depending on the cars' weight and rolling friction.



Just about every youngster who was operating a Marx Fairbanks-Morse "Erie-built" diesel would have wanted the caboose matching his or her locomotive.

Windup models

Marx also equipped some of the Seaboard models, along with a few Monon models, with windup mechanisms. They tended to be the same mechanism Marx used in nearly all of its clockwork locomotives, both steam and diesel.

Those mechanisms were the "bell ringer" type that sounded continuously while running. Diesels equipped with such a mechanism could be distinguished from their electric-powered counterparts by the start/stop level protruding from the roof, an open porthole for inserting the key, and the absence of a plastic headlight lens.

B units and cabooses

The unpowered B-units for all three railroads came in a four-wheel version with lithographed trucks to match the A units. The Kansas City Southern and Monon B units could also be an eight-wheel version using two standard freight cars trucks. That version had an automatic coupler at one end and a hook coupler at the other.

Attractive additions to the Marx roster were the lithographed cabooses decorated to match the A and B units. Kansas City Southern, Monon, and Seaboard cabooses could be 6-inch models; the first two road names were also found as 7-inch models a bit more angular in appearance.

A bit more

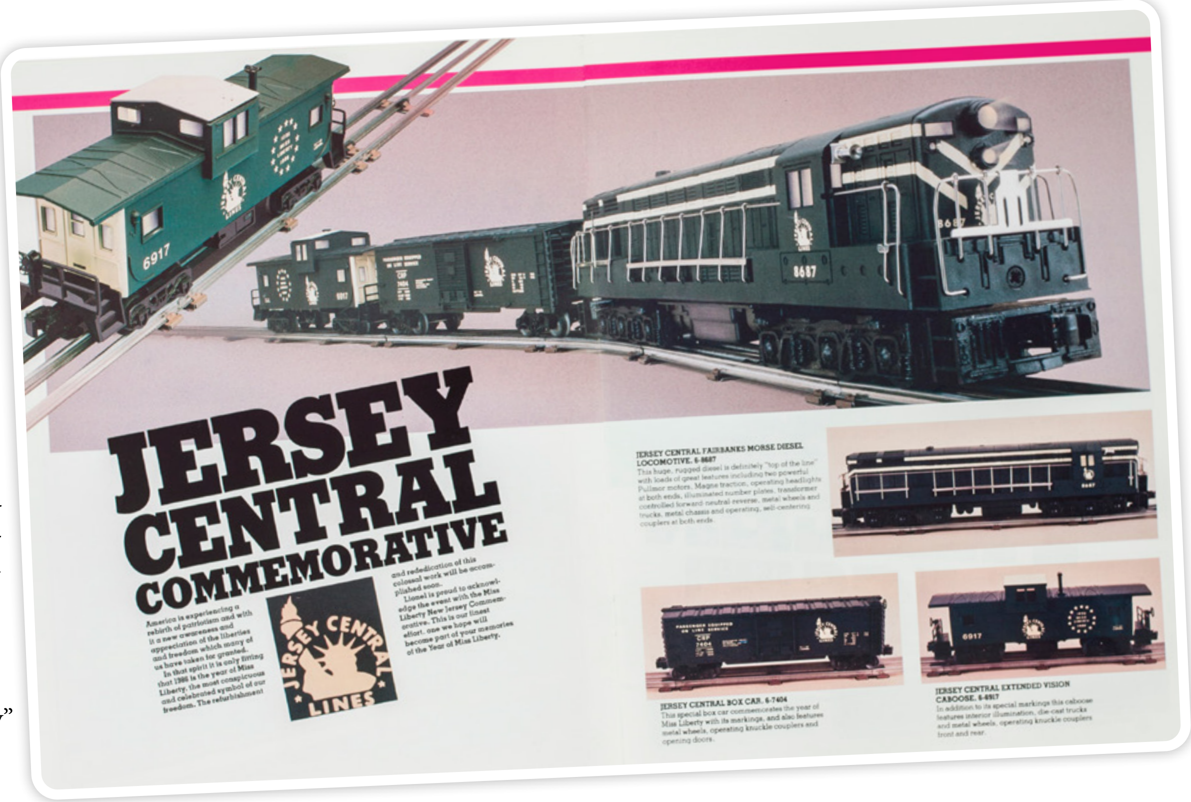
Most if not all of the Marx models of Fairbanks-Morse diesels were available when new only as the motive power of train sets. Both electric and windup versions headed several freight trains as well as at least two passenger sets. Some sets included an unpowered A or B unit as well as three or four 6-inch or 7-inch cars.

Finally, anyone looking to add one or all the A and B units and maybe the cabooses to their collection should check out train shows as well as Internet auction sites. Prices will vary, depending the condition of the model and its relative scarcity. But their beauty and nostalgic value make them all worth owning. CTT

LIONEL MARKS 100 YEARS OF LADY LIBERTY

Train Master set recalls American freedom

STORY BY DR. C. THOMAS SOMMA



JERSEY CENTRAL COMMEMORATIVE

America is experiencing a rebirth of patriotism and with it a new awareness and appreciation of the liberties and freedom which many of us have taken for granted.

In that spirit it is only fitting that 1986 is the year of Miss Liberty, the most conspicuous and celebrated symbol of our freedom. The refurbishment and rededication of this colossal work will be accomplished soon.

Lionel is proud to acknowledge the event with the Miss Liberty New Jersey Commemorative. This is our finest effort, one we hope will become part of your memories of the Year of Miss Liberty.

JERSEY CENTRAL FAIRBANKS MORSE DIESEL LOCOMOTIVE, 6-8687
This huge, rugged diesel is definitely "top of the line" with loads of great features including two powerful Pullmor motors, Magne traction, operating headlights at both ends, illuminated number plates, transformer controlled forward-neutral-reverse, metal wheels and trucks, metal chassis and operating, self-centering couplers at both ends.

JERSEY CENTRAL BOX CAR, 6-7404
This special box car commemorates the year of Miss Liberty with its markings, and also features metal wheels, operating knuckle couplers and opening doors.

JERSEY CENTRAL EXTENDED VISION CABOOSE, 6-6917
In addition to its special markings this caboose features interior illumination, die-cast trucks and metal wheels, operating knuckle couplers front and rear.

The unnumbered "Miss Liberty" Jersey Central Commemorative set stood out in the catalog Lionel issued for 1986. The matching Train Master road diesel, boxcar, and extended-vision caboose honored the Central RR of New Jersey, which incorporated imagery of the Statue of Liberty into the herald it plastered across its locomotives and rolling stock.

The Statue of Liberty has inspired countless dreams in the hearts of immigrants to the U.S. since October 1886, when that gift from the people of France to the U.S. was dedicated to mark the centennial of the signing of the Declaration of Independence. Toy train enthusiasts know the monumental copper statue inspired a great-looking but often overlooked diesel freight set from Lionel in 1986.

The tale behind the unnumbered "Miss Liberty" Jersey Central Commemorative set began in May of 1982, when President Ronald Reagan appointed Lee Iacocca, chair of the Chrysler Corp., to head up an effort to restore the statue, whose copper skin and interior iron structure had deteriorated due to time and weather. At a cost of $87 million, workers replaced the skin and repaired the interior skeleton.

To raise additional funds, the Stroh Brewery Co. of Detroit sponsored a Run for Liberty II on October 12, 1985. All finishers received a medal made from the original copper skin and placed in a sealed case with a certificate of authenticity.

THE NEAR-SCALE BOXCAR GLEAMED WITH ITS SPECIAL MARKINGS AND LADY LIBERTY HERALD.

On July 5, 1986, the newly restored Statue of Liberty was reopened to the public during Liberty Weekend, which celebrated its centennial. Lionel acknowledged the event by releasing the Jersey Central Commemorative set. It had the nos. 8687 Fairbanks-Morse Train Master locomotive, 7404 boxcar, and 6917 extended-vision caboose, all painted dark green and lettered for the Central RR of New Jersey.

The Train Master was a big, rugged, and powerful engine equipped with a pair of Pullmor motors as well as Magne-Traction. The road diesel featured operating headlights at both ends, illuminated number plates, metal wheels and trucks, a sheet-metal chassis, and self-centering operating couplers at both ends. The transformer-controlled diesel operated in forward, neutral, and reverse.

The near-scale boxcar gleamed with its special markings and Lady Liberty herald. Lionel added with metal wheels, operating knuckle couplers, and opening doors.

Pulling up the rear was the extended-vision caboose. The model, which came with die-cast metal trucks and wheels as well as operating knuckle couplers at both ends, looked great running in the dark, thanks to its interior illumination.

The Jersey Central Commemorative set still wins applause, despite being cataloged for only one year. Hobbyists whose ancestors came to America from Europe and sailed past the Statue of Liberty have deep feelings for the O gauge train, which Lionel vowed "will become part of our memories of the Year of Miss Liberty." CTT

A new horse in the race?

Menard's tests its Santa Fe F3 on the O gauge market

Here's a bold idea: Ask some 200 people to take a chance on a new product, test it on their three-rail layouts, and then report what the maker got right – and more importantly, wrong. It's something I've never heard being done in model railroading.

But that's what Midwest-based home-improvement chain Menards has done, releasing an O gauge Santa Fe F3 diesel. The market was certainly interested: The entire run, offered only on the company's website, sold out in three hours.

I'll rate this as the biggest toy train news story of the year, beating out both the redistribution of the MTH Electric Trains product line *and* MTH continuing to make trains. The buzz on this product has been huge despite its limited release.

A disclaimer: This is not a review. We are treating this model as a test shot with the assumption Menards is soliciting feedback to improve it for future production.

What is it?

This is a very good representation of an Electro Motive Division (EMD) cab unit. Menards markets it as an F3, a satisfactory designation for most of the hobby. After all, it is a toy train, offered at a wallet-friendly retail price of $146.06.

Rivet counters will, however, notice the fuel and water tanks under the midsection and the steam generator exhaust on the roof. These details possibly out the model as a passenger-hauling EMD FP7 or -9. Whatever it's designated, it works for me!

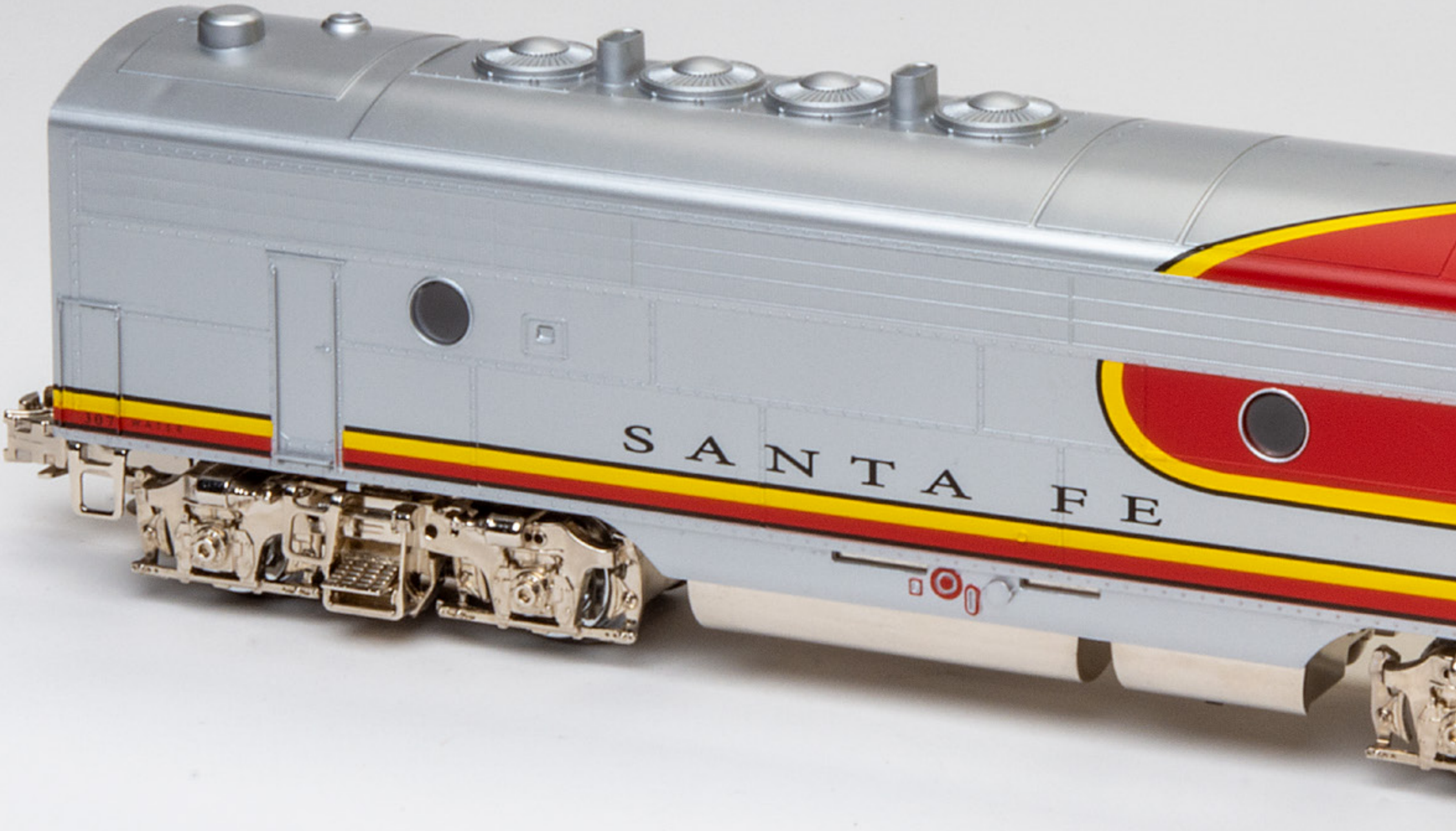
The O gauge model features sound and lights, and it is controlled with a battery-powered handheld remote. An operator must also have a standard variable AC transformer hooked to the track.

Apply power with the transformer, and the model wakes up with a hearty diesel rumble. Turn on the controller, and it syncs with the locomotive and responds to your commands. Simple and functional!

While incompatible with Lionel or MTH controls, the Menards F3 probably can be run independently with other command-equipped power on any line using 18 volts for track power.

The details

The locomotive has the familiar EMD bulldog nose capped with a bright headlight. The sides of the cab have really nice



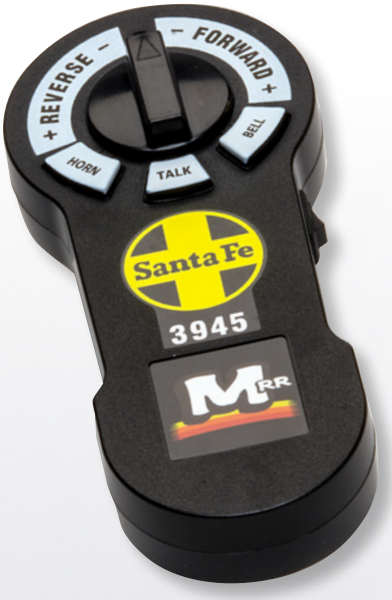
cast-in detailing for handrails, rivets, steps, and a sand filler cap. I was particularly pleased to see three neatly painted silver kick plates below the cast-in door and a pair of chrome horns adorning the roof.

Painting and decoration are great, and the Santa Fe livery is well executed. The lines between the silver to black to yellow to red are as sharp as it gets.

There's a gap in the warbonnet paint where the louvers are, which some users have pointed out as non-prototypical. Yet photos of Santa Fe locomotives do exist showing stripes painted over the louvers and others with a gap. At any rate, it won't stop me from buying this model.

There are cast-in grab irons over the rear trucks and at the spot for the hostler controls. There are stirrups for crewmen to access both spots, on the frame and on the rear truck. Both are sturdy metal.

Down below, the trucks are good renderings of the Blomberg units that were standard on EMD's F-series. They are die-cast metal with separate crew access stirrups attached. Both sets have thumbtack-style operating couplers. These functioned well and held nice and secure! The front- and rear-most sets of wheels are equipped with traction tires. Oh and please be aware the locomotive frame is metal.



O gauge Santa Fe F3 test sample by Menards

Price: UNAVAILABLE FROM MANUFACTURER, original price $146.06 (no. 279-3945)

Features: O gauge operation, two can-style motors, front and rear couplers, directional lighting, locomotive and crew sounds, bell and horn, handheld remote controller

Low speed: 16.6 scale mph

High speed: 46.4 smph

Drawbar pull: 1 pound, 7 ounces

Test sample road name: Santa Fe

The control

The remote takes three AAA batteries and fits comfortably in adult- or child-sized hands. The front has the Santa Fe oval, the locomotive number, and a stylized "MRR" for Menards Railroad. The battery door has a photo of Jack the German shepherd.

A possible glitch: some operators have reported needing to tweak the metal strips to get good contact with the batteries. This fix is easily done with a pair of needle-nose pliers or a flat-blade screwdriver before the batteries are inserted in place.

A rotary knob controls forward and reverse movement as well as speed. There are buttons for activating the locomotive's bell and horn, along with the crew talk. The diesel engine sound is constantly on. Its level as well as the rest of the sounds can be controlled by a volume wheel on the side, all the way down to nothing.

Operators must apply track power before anything happens, as is the case with other manufacturers' control systems. Since there are no instructions with the model, I first cranked it up to 18 volts and got the locomotive rolling. After testing several power settings, I found the F3 needs at least 8 volts to run smoothly.

While the locomotive runs well, starting and stopping are abrupt. This may be attributable to the absence of flywheels on the can motors mounted on each truck.

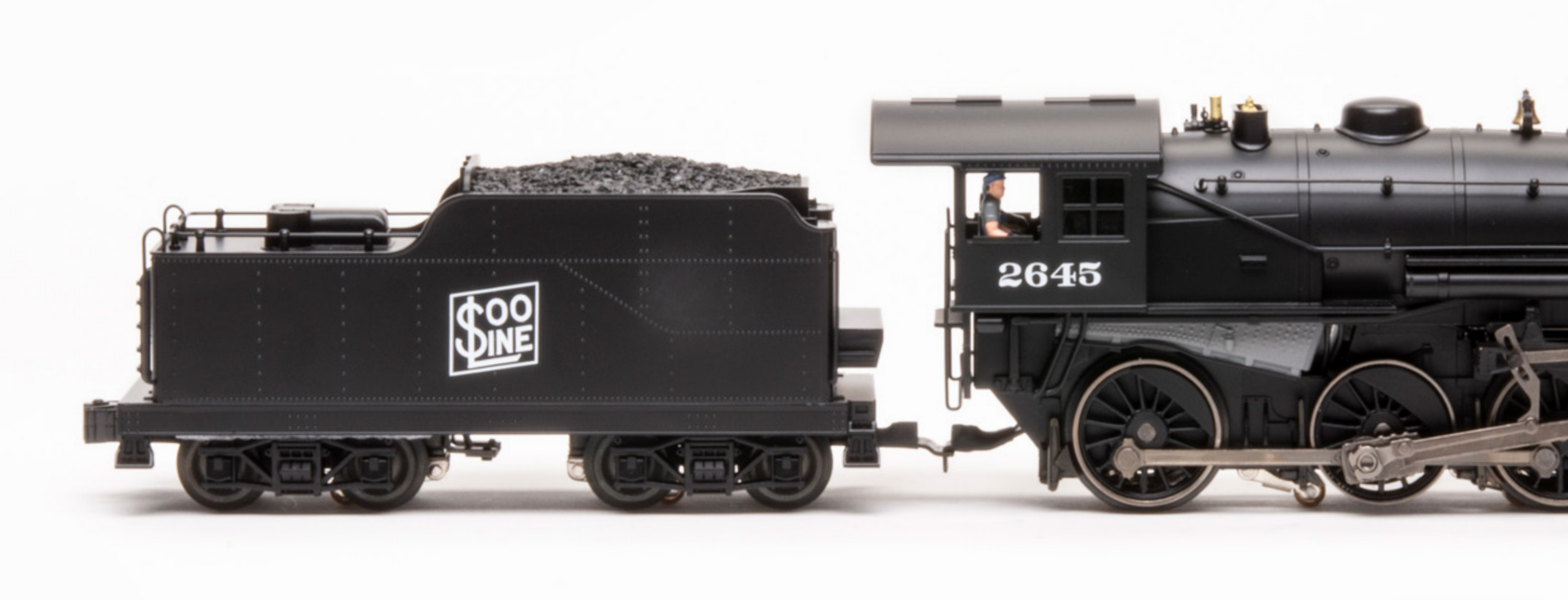
Here's a tip to protect the engine from the kids or grandchildren: Set your transformer speed below 18 volts. It sets a "max" speed the youngsters can't exceed with the handheld unit.

Hats off to the maker

Competition is good, and Menards has shown it's a player in model railroading. The company gets high marks for basically saying, "Test the heck out of these and tell us what you think." But be reminded there's no guarantee this project will move forward. If it does, the production models may be at a different price point.

Only after user feedback is in and an analysis is made of what changes should be done, will the ball start to roll. At best, we may see something in 12 months. But from my hands-on experience, it will certainly be worth the wait! – *Bob Keller*

An expanded First Look is available at Trains.com/CTT. Members can see the Menards F3 run on Bob's Train Box 72.



Overlooked player

O gauge Soo Line 4-6-0 by Lionel

When *Classic Toy Trains* Editor Hal Miller told me next up for review was a 4-6-0 steam locomotive, I remember scrunching up my eyebrows. My first thought was that it would be a frilly Ten-Wheeler worthy of an episode of the old *Petticoat Junction* or *Gunsmoke* TV series. I mean the wheel arrangement arrived in the U.S. in 1847, so my first mental image was of something with a diamond- or maybe cabbage smokestack from what I consider the boring phase of American railroading.

Hundreds of Ten-Wheelers were built for North American railroads and were found to be solid, utilitarian locomotives good for freight or passenger service. They were so plentiful that a good number of them have been preserved.

I did a quick check and found nearly 80 standard gauge 4-6-0s still exist (most in museums or public displays). That number grows larger if you include narrow gauge engines. Of note, our test sample, Soo Line no. 2645, still exists. The actual locomotive is one of four of the type located at the Mid-Continent Railway Museum in North Freedom, Wis.

Opening the box

When I opened the box, I actually did exclaim, “Oh, my!” The Lionel O gauge model looked at first impression to be a fair rendition of a New York Central F12-class 4-6-0, built in the early 1900s. Some were in branchline service into the early 1950s. But rest assured, there is no Central-bias here; it’s simply a clean, functional, and utilitarian design.

There were no frills and no tourist railroading gewgaws – just a nice, industrial-looking appearance that would fit in well from the 1930s to the end of steam!

Legacy Soo Line 4-6-0 by Lionel

Price: $749.99 (no. 2131100)

Features: O-31 operation; can-style motor; remote coupler on tender; smoke unit; control via conventional, TrainMaster, Legacy, LionChief, or Lionel app TrainMaster/Legacy command systems, conventional, command, or app control

Low speed (Cmd): 4.1 scale mph

Low speed (Conv) 7.4 smph

High speed: 52.3 smph

Drawbar pull: 1 pound, 10 ounces

Current production road names: Boston & Maine, Canadian Pacific, New York Central, Reading & Northern, Rutland, Soo, Southern Ry., and Texas & Pacific

Checking out the details

Up front, the pilot has a non-functional scale coupler mounted above the pilot; a chain attaches it to the uncoupler arm. The pilot deck has two supports connecting to the smokebox, and the surface has a cast-in safety tread pattern.

The smokebox has deep rivet texture, and the access hatch has good bolt detail. There’s a nifty headlight in the center of the smokebox with illuminated number boards on the sides and non-illuminated ones above and below.

On top of the smokebox are illuminated classification lights and add-on handrails running the length of the boiler. You may not notice it at first, but both sides of the smokebox have a round builder’s plate. Many models that have this detail tint it in a contrasting color. This model’s plate is gray, matching the smokebox. The boiler is painted black.

Along the top of the boiler is a sand dome with cast-in lines running toward the track. Next are an add-on bell, a sand dome, and pop-off valves. The sides have boiler bands and cast-in steps. The running boards are smooth. Below them on the engineer’s side, you’ll find the main air reservoir, while on the fireman’s side you’ll see add-on air compressors.

The firebox (where the magic happens in a steam engine) is just ahead of the cab

and below the boiler; it's painted gray. There's ample rivet detail cast into it.

The cab is a gem. It dawned on me that some of the recent O gauge steamers I've operated have tenders so large, and coupled so close to the cab that some of the interior details were hard to see. Not so with this Ten-Wheeler.

The cab has front and rear windows for the crew. The "office" is illuminated, and you'll observe two crew figures at their posts. There are two "closed" plastic four-pane windows and "open" windows by both crewmen. There are add-on wire grab irons on the corners of the cab.

The locomotive backhead is terrific: The gauge faces are painted white, while the valve handles are painted red. There are twin firebox doors. When the model is powered up, you get a nice flickering firebox glow. The tender is low enough that you can see and enjoy these details when the engine is standing still or running by.

The tender is a compact four-axle model. It has handrails on all four corners and a cast-in coal load. There's a non-opening water hatch behind the coal bunker. A continuous handrail runs around the top of the deck. The rear of the tender has an operating coupler just below the rear deck. There's an add-on ladder as well as twin grab irons on the deck. The tender has no backup light.

The paint and decoration are expertly applied. The finish is satin soft, and the Soo Line's so-called dollar sign herald and assorted numbers, such as the "8,000 GALS.," on the tender are clear and crisp.

On the test track

The model performed very well. Syncing with Lionel's app was smooth, and the startup sounds were great. Smoke output was prodigious, and the bell and whistle sounds were great.

After setting up the locomotive on the track I connected it to an 18-car freight. It dug right in and had such a steady speed I could time the laps and it would match every time.

I did notice one quirk using the app. Reaction time was about a second or two longer than I had recently experienced. This wasn't really a problem, but I did have a freight car coupler failure and the engine took off on an O-72 curve. It also took a tad longer to begin to slow than I'd have hoped. Hey, the engine is a loaner, so I didn't want it to leave the table the hard way!

I enjoy the creaking metal sounds I got when the model was running at low speeds. You really get the idea this is a piece of machinery that consumes a bit of itself with each run. Very cool.

The performance numbers were very good. Our low speed was 4.1 scale miles per hour in command mode and 7.4 smph with conventional throttle control. The high-speed was 52.3 smph.

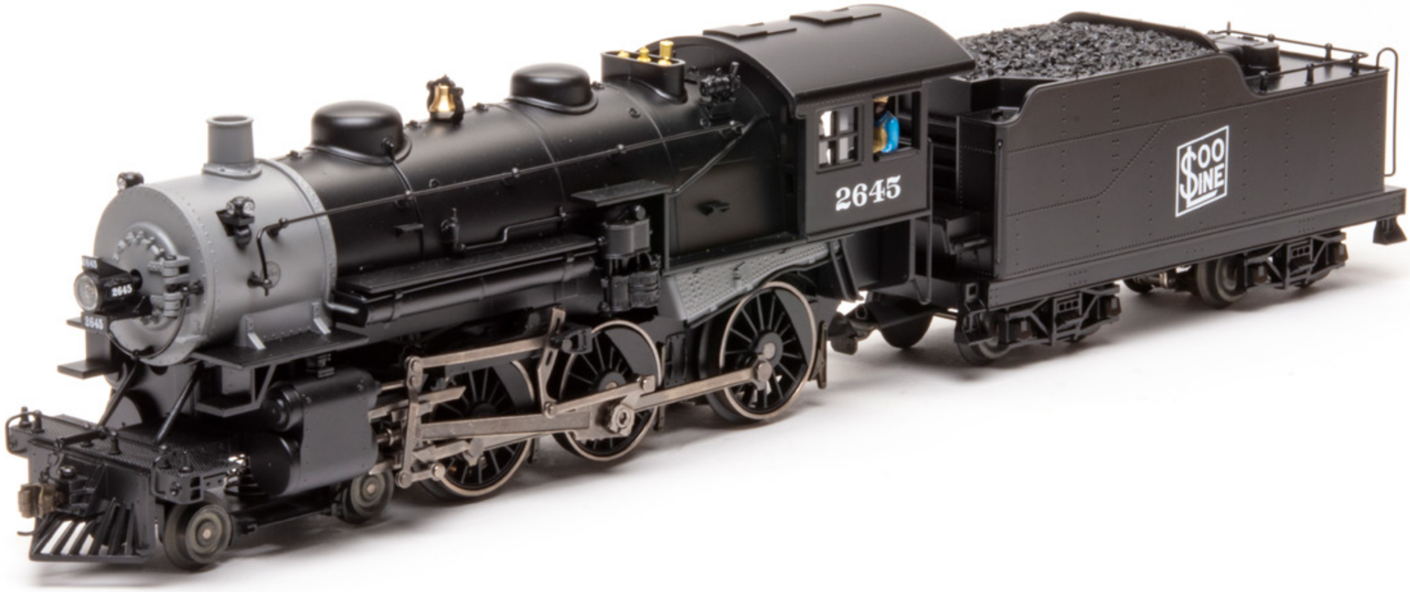
The range is good for either freight or passenger traffic on your line!

One for the books

There you have it! A historic wheel arrangement (you may recall, the ill-fated Casey Jones commanded a 4-6-0) in its most "modern" incarnation that served until the end of steam. The choice of liveries available should appeal to operators in any region! – *Bob*

Locomotive courtesy of Sommerfeld's Trains & Hobbies, Butler, Wis.

Members can see video of the model in action on Trains.com/CTT



FLEET FILLERS

LIONEL NO. 6356 STOCKCAR

Stockcars are among the types of rolling stock some railroads had a lot of. When it was time to move livestock to market, railroads would often make up entire trains of these or string together long blocks of them in their speediest freight trains. Since they were dealing with live animals, it was imperative they move as quickly as possible.

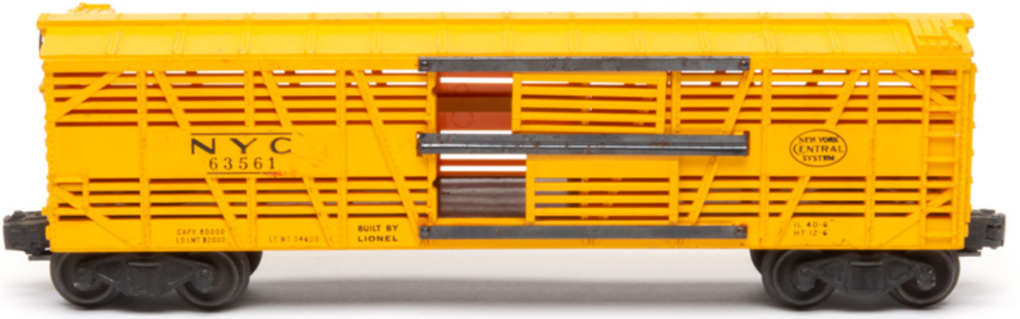
O and S gauge models of stockcars were made. Lionel released its no. 6356 in 1954 and cataloged it again the next year. It represented a car that hauled smaller animals, such as pigs and sheep. To maximize the number it could carry, it had two decks, each with its own door for unloading (the model has only one deck).

The odd thing was, Lionel decorated the 6356 for the New York Central. While the NYC had stockcars, it remains a mystery why the toy train maker didn't choose a railroad whose heritage was associated with hauling livestock, say the Union Pacific.

At any rate, the 6356 is a near-scale model. Lionel painted the body yellow and equipped the car with bar-end trucks with magnetic couplers.

Variations include rubber- and heat-stamped versions with different lettering sizes.

As with many postwar cars, examples with original boxes can exceed the $25 limit for Fleet Filler inclusion. However, used examples of the 6356 in reasonable shape (remember, these are cars transporting livestock, after all) without their packaging can be had for $15-$25 at swap meets, in online auctions, and at hobby stores dealing in used toy trains. – *Hal Miller*



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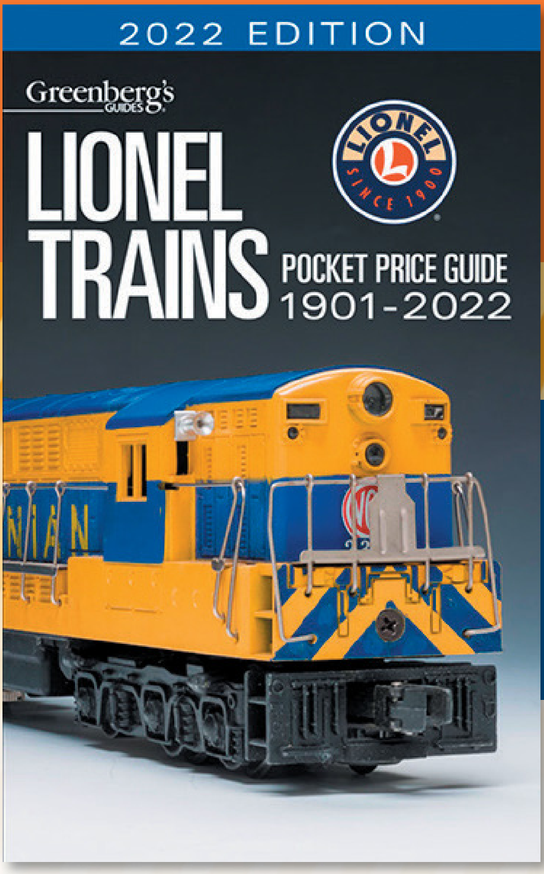
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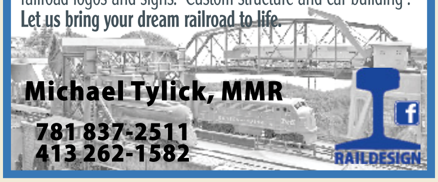

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Events

CA, CARMICHAEL (SACRAMENTO): TTOS-Sacramento Valley Division River City Toy Train Meet. Saturday, November 13, 2021, 10am-3pm. Carmichael Elks Lodge, 5631 Cypress Ave., Carmichael, CA 95608. All gauges – all ages! Admission: $5 per adult or child over 12. Children 12 or under, free with adult. Food and refreshments. Free parking. Contact: John DeHaan, 707-483-9053

CA, SAN MATEO: Flyer Fest West sponsored by the Golden Gate American Flyer Club. Par 3 at the Lodge at Popular Creek, 1700 Coyote Point Dr. Sunday, November 21st. 10am-3pm. Admission $15, under 18 FREE. S gauge train sales and operating layouts. Contact Paul Guaraglia, 510-677-4062, info@ggafc.org or Web www.ggafc.org Free parking, door prizes.

CO, LOVELAND: Rocky Mountain Train Show November 27 & 28, 2021. The Ranch Complex, 5280 Arena Circle, Loveland, CO 80538. Saturday, 9am-5pm, Sunday 9am-3pm. 200+ sales tables, 50+ vendors, operating layouts, model trains of all scales. Admission $8.00, under 12 free. Free parking. 303-364 0274 www.RockyMountainTrainShow.com Information@RockyMountainTrainShow.com

CT, NORTH HAVEN: Classic Shows, LLC will hold a Train and Toy Show on Sunday, November 7, 2021 from 9:00am-1:00pm at the Best Western Hotel, 201 Washington Avenue, exit 12 on Interstate 91. Admission $6.00, children 15 and under are free with an adult. For information, please call 203-926-1327 or go to www.ClassicShowsLLC.com

FL, OCALA: Lions Tri-Annual Train Show. First Christian Church, 1908 E. Fort King St., Ocala, FL 34471. Saturday, November 6, 2021, 9:00am-2:00pm. Adults $5.00, children 12 and under free w/adult. Bring two canned goods and receive $1.00 off admission. Information: Bob 352-694-6381 or cell 813-203-3216

IA, HAMPTON: NCIMRRC Train Show. Franklin County Convention Center, 1008 Central Avenue W., Hampton, IA 50441. Sunday, October 31, 2021. 9:00am-3:00pm. Admission $5.00. Trains (all scales), memorabilia and collectibles to buy, sell and trade. Individual tables welcome. For information or table reservations contact, Eastside Trains, 641-456-1998, email: eastsidetrains@gmail.com

MA, RAYNHAM: OLD COLONY MODEL RAILROAD CLUB 2nd ANNUAL MODEL RAILROAD OPEN HOUSE. Raynham Depot, Suite 16, 770 Broadway, Raynham, MA 02767. Exit 22 (old exit 8) from Route 495. Saturday, October 23, 2021, 10:00am-3:30pm. Admission Free - Donations Appreciated. Contact Dennis Ingalls, 508-558-9883, email: dingalls@comcast.net

MI, EAST LANSING: Lansing Model Railroad Club Show and Sale. Michigan State University Pavilion. Sunday, November 14, 2021, 10:00am-4:00pm. Admission $6.00, under 12 free. Michigan's largest train show: layouts, demonstrations and 500+ tables. Free parking. Flyer, table forms and map www.lmrc.org or call Ron St.Laurent 517-256-3588.

MN, ST. CLOUD: Granite City Train Show and Sale. River's Edge Convention Center, 10 4th Avenue South. Saturday, November 13, 2021, 9:00am-3:00pm. $6.00, 10/under free. Buy/sell model/toy trains, books, videos, railroad collectibles. Operating model & toy train display. Win a LIONEL train set or FSM structure kit. 320-255-0033; edwardolson@cloudnet.com or www.GraniteCityTrainShow.com

NH, DOVER: The Great Northern New England Train Show. Dover Lodge of Elks #184, 282 Durham Road, Dover, NH 03820. Saturday, October 30, 2021, 10:00am-3:00pm. Admission: $5.00 per family. Exhibitor tables $25.00, includes entrance fee. All scales, operating layout, railroadiana items, and food on premises. Contact Ed Martin, efmenter@aol.com or 603-362-4300

Events (cont.)

NJ, BRICK: ECTP and Collectibles LLC presents The Brick Train Show. Elks Lodge, 2491 Hooper Avenue, Brick, NJ 08723. Sunday, November 7, 2021, 9:00am-2:00pm. Admission: $6.00; under 10 free with adult. John LaLima 732-845-5966. Go to www.eastcoasttrainparts.com and click on The Brick Show.

NY, LINDENHURST: Northern Spur Model Train/Diecast Vehicles/Toy Meet. Firemen's Memorial Park, 555 Heiling Blvd. (north off of Hartford St.) November 7, 2021, January 2, 2022, February 20, 2022, March 20, 2022 and September 25, 2022, 8:30am-1:00pm. $5.00 adults, under 16 free w/adult. Handicap accessible. Contact: Carmelo Sancetta, PO Box 1286M, Bay Shore, NY 11706. 631-666-6855

OH, DAYTON: Dayton Train Show, The New Montgomery County Fairgrounds, 645 Infirmary Road, Dayton, OH 45417. November 6-7, 2021. Saturday, November 6, 11am-5pm and Sunday, November 7, 11am-4pm. Admission: $8.00 per adult, children 12 and under free with paid adult. Gail Yarnall, PO Box 341233, Dayton, OH 45434, NMRA.Div.3@gmail.com. Go to http://www.DaytonTrainShow.com for updates.

OH, MASSILLON: CJ Trains Winter Train and Toy Show. Massillon Knights of Columbus Hall, 988 Cherry Road NW, 44647. Sunday, December 12, 2021, 10:00am-3:00pm. Admission: $5.00, 12 and under FREE. $25/dealer table, 152 - 8' dealer tables. Jon Ulbright, PO Box 446, Wooster, OH 44691, 330-262-7488, cathijon@sssnet.com www.cjtrains.com

OH, MT. HOPE: CJ Trains Fall Train and Toy Show. Mt. Hope Event Center, 8076 St. Rt. 241, Zip 44660. Saturday, November 6, 2021, 10:00am-4:00pm. Admission: $5.00, under 12/FREE. $25/dealer table, 600+ 8' dealer tables. Contact: Jon Ulbright, PO Box 446, Wooster, OH 44691. 330-262-7488, cathijon@sssnet.com www.cjtrains.com (GPS info: 8076 St. Rt. 241, Millersburg, OH 44654)

PA, ALLENTOWN: ATMA First Frost Train Meet. Allentown Fairgrounds Agri-Plex, 1925 W. Chew Street, Allentown, PA 18104. November 13 & 14, 2021. Saturday 9am-4pm, Sunday 9am-3pm. Advance tickets, admitted at 8am. $10 adults, 12 and under FREE with adult ticket purchase. For more info, visit www.allentowntrainmeet.com or call 610-442-2859

PA, NEW CASTLE: BLRHS Fall Train Show. Shenango Twp VFD Social Hall, 2424 E. Washington St., Zip: 16101. Next to Dunkin Donuts. Sunday, October 10, 2021, 10:00am-3:00pm. Adults $5.00 ($4.00 if you mention Classic Toy Trains ad). Children under 12 free. Tables $25 each. For show info: blrhsinc.org or table reservations: George Alberti, galberti990@gmail.com 724-581-5560

WA, SPOKANE: River City Modelers Fall Train Show, Spokane Fairgrounds, 404 N. Havana. Sunday, October 10, 2021, 9:30am-3:30pm. Admission $6 for adults, 12 & under free. 200+ tables of Railroad related items for sale, operating layouts, Free-MO, Operation Lifesaver & more. Free Parking. For table rental or general info, contact: Shirley Sample, 509-991-2317 or email: shirley@busnws.com

All listed events were confirmed as active at the time of press. Please contact event sponsor for updated status of the event.

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NEXT ISSUE

HAPPY BIRTHDAY

TURNING 75 IN MILWAUKEE

Visit this venerable O gauge club that's been building layouts and promoting the hobby since its founding in 1947. See its updated layout in CTT for the first time!

HAPPY HOLIDAYS

Have a look at one modeler's compact Christmas display. The track plan and simple scenery offer inspiration to modelers with limited space.

GULF ON THE GO

Examine the Flyer tank car that debuted 70 years ago and quickly became an S gauge staple.

PLUS NEWS, REVIEWS, AND MUCH MORE!

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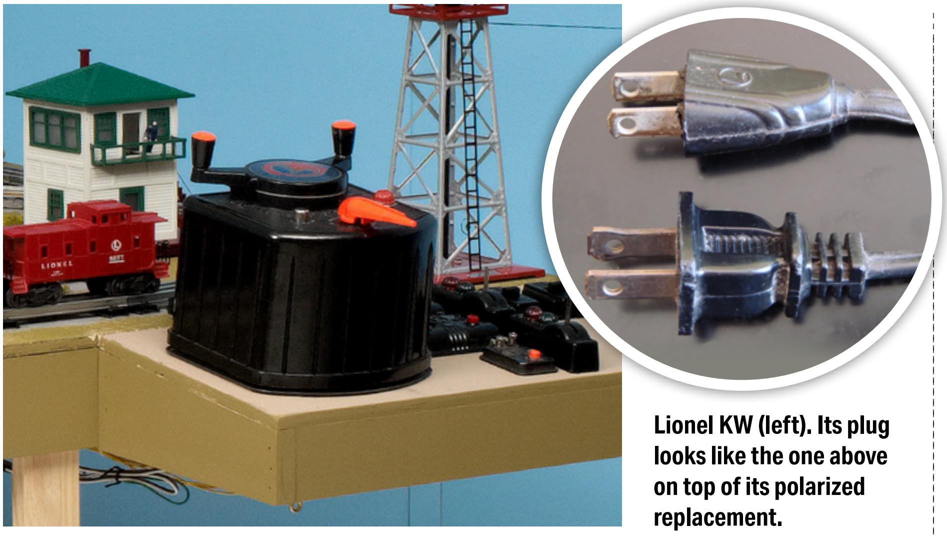
Testing transformers

Reconditioned units can be a shockingly good deal – or an electrical hazard!



Lionel KW (left). Its plug looks like the one above on top of its polarized replacement.

■ **PAST *CLASSIC TOY TRAINS*** articles have described how to put a layout's multiple conventional transformers in phase to safely support a common ground and avoid electrical problems: Plug two of them into the same wall outlet, place both throttles at the midpoint, and with a wire briefly test for a hopefully mild (or no) spark between their common terminals.

If a large spark results, reverse the plug of one transformer in the same outlet and retest to confirm a mild or no-spark result. Then repeat the process for any additional transformers.

The spark test works fine with any units that still have their original, non-polarized plugs (with equal-sized blades) as well as newer models manufactured with polarized plugs (part or all of the neutral blade is wider than the hot blade).

THE SOLUTIONS TO CROSS-WIRED TRANSFORMERS ARE RELATIVELY EASY

Over time, though, many Lionel ZW, KW, and other old transformers have been "reconditioned" with new rollers or contacts, lubrication, internal rewiring, a new circuit breaker, and a new power cord.

While all cracked or damaged power cords must be replaced for safety, their replacements may end up causing a very dangerous problem of its own. That's because some repair personnel have (with good intentions) installed new power cords with polarized plugs. If they don't pay attention to plug polarity, two (or more) "fixed" transformers can end up dangerously out of phase.

The solutions to cross-wired transformers are relatively easy: Go inside the out-of-phase transformer(s) and resolder the power cord(s) after reversing the leads; or leave each out-of-phase cord as it was installed and replace just its plug with a new, non-polarized version; or simply clip or file the wider portion of the neutral prong of the polarized plug until it matches the narrower side, being careful to file the edges smooth and remove every little metal bit created in the process.

Keep in mind that some neutral blades may be wider along their entire length; this will require quite a bit of filing that may pull the plug apart. Installing a non-polarized plug will be easier and faster.

Since these older transformers earned their original UL ratings without polarized plugs, the latter two options should be as electrically safe as the original cords – and they won't require disassembly and resoldering. – *George Yarusavage*

Shoot for the stars

I recently added some neat night-lighting enhancements to my O gauge train layout. I installed a Star Shower unit, which features red and green animated lights that move in patterns across my miniature town, as shown in the photo below.

These units, and others like them, are available at home-improvement centers. They are typically staked in yards around the holidays to project onto houses.

The Star Shower unit can operate with still lights, red, green, or a combination. It also has a motion mode that looks like snow flurries falling onto the buildings.

The dancing lights are further enhanced by the addition of a string of blue Christmas tree lights attached to the ceiling in my basement layout room.

The Star Shower device is installed in the rafters and aimed straight down so no one can look directly into the lighting unit. – *Larry Brookhart*

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